St. Lucie County International Airport (FPR)

Master Plan Update

Public Meeting and Workshop

October 15, 2009

St. Lucie County International Airport on Florida's Treasure Coast

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What is a Master Plan?

- *20-Year projection of Airport's ultimate growth and long-term development by providing:*
  - *Short and Long-Term Development Options*
  - *Impacts of new technology*
  - *Project/facility phasing and costs*
  - *Land use and Revenue Generation Options*
  - *Environmental issues, etc.*
- *Positions the Airport to compete for FAA/FDOT funding.*

St. Lucie County International Airport on Florida's Treasure Coast

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Airport Objectives and Goals

- *Airport Objectives:*
  - *Financially self-sustaining*
  - *In compliance with all regulations*
  - *A "good neighbor" in the community*
  - *A state-of-the-art facility serving General Aviation users and the air transportation needs of the community*
- *Airport Goals:*
  - *Generate full use of Commission-owned property for commercial and industrial business.*
  - *Develop a marketing plan that will attract new business and retain and expand existing business in the area.*
  - *Implement Airport Sustainability Practices and Building Construction.*

St. Lucie County International Airport on Florida's Treasure Coast

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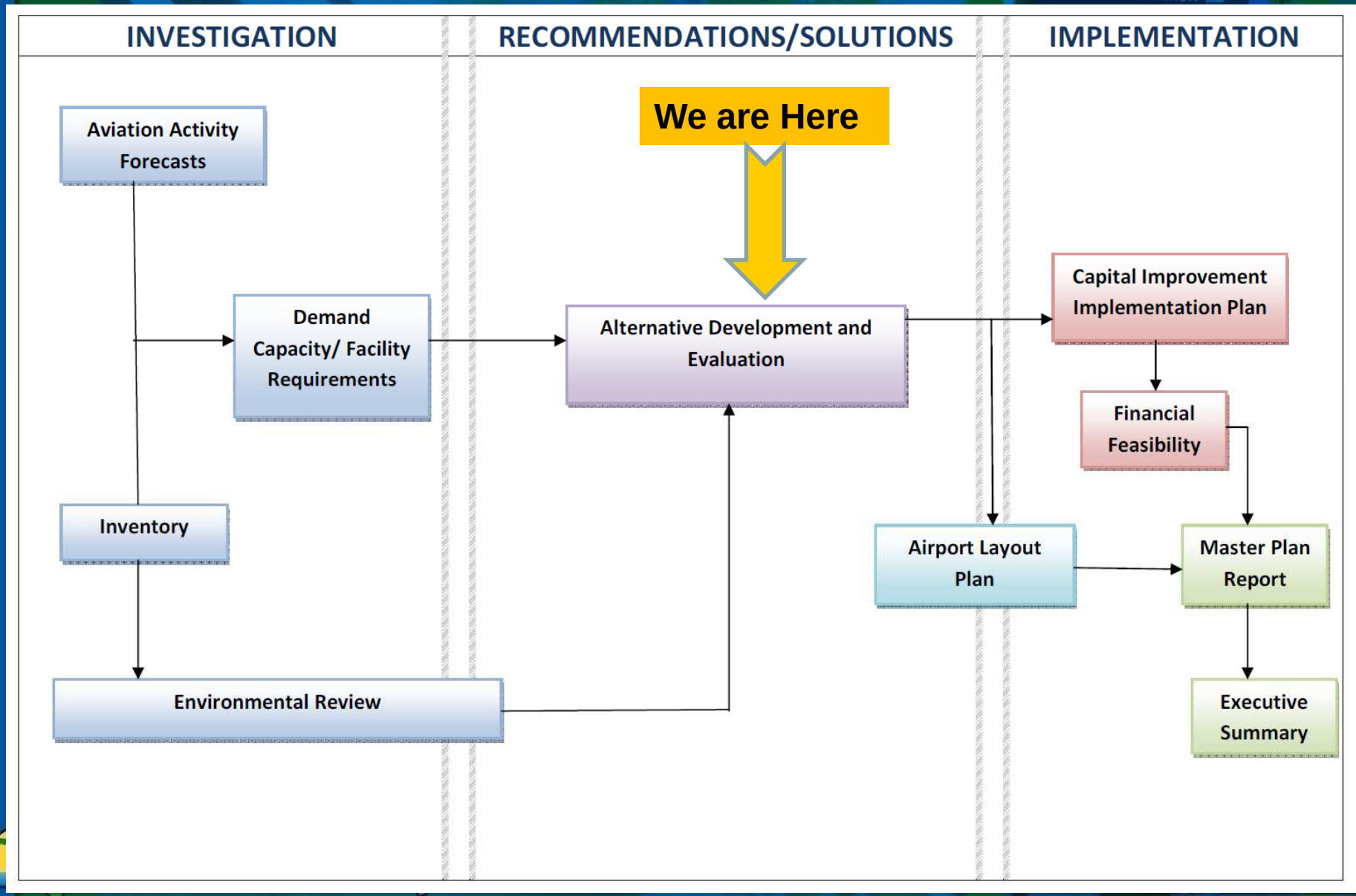
Master Plan Progress



INVENTORY OF EXISTING CONDITIONS

St. Lucie County
International Airport
on Florida's Treasure Coast

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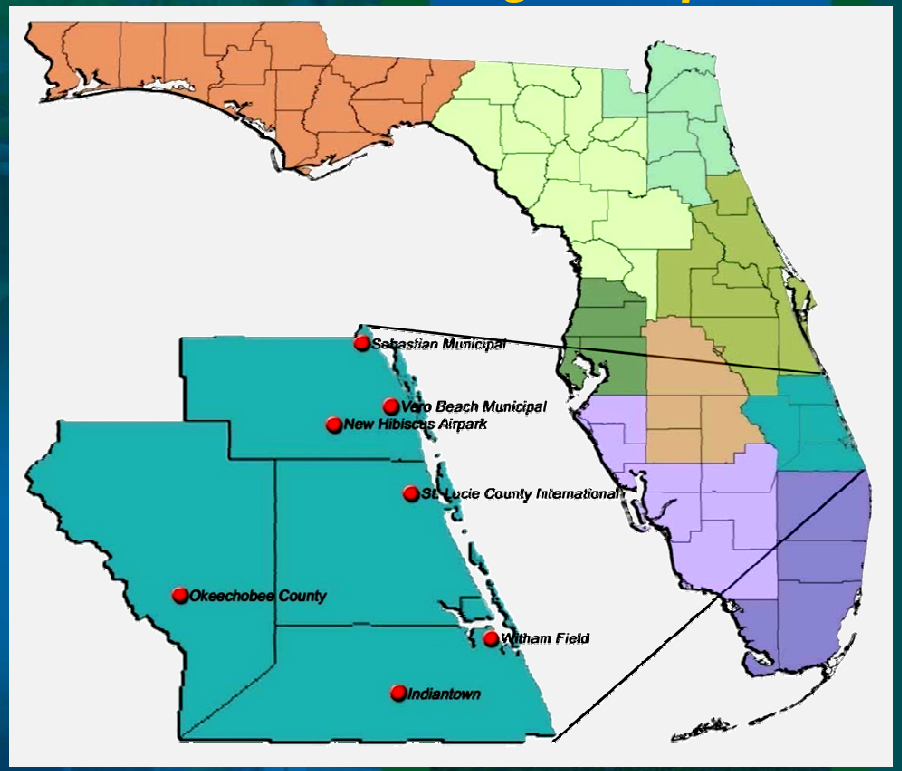
Airport Overview and Current Role

- 3,670 acre public-use General Aviation airport located within Florida's Treasure Coast Region
- Owned by the St. Lucie County Board of County Commissioners (BOCC) and Managed by County Airport Department
- Home to approximately 60 aviation and non-aviation related airport tenants
- Contributes to local community (jobs, air transportation, emergency relief, etc.)
- "Gateway to the Bahamas"
- Potential to become Limited Commercial Service Airport

Treasure Coast Region Airports



Treasure Coast Public Airports

Airport (FAA Id.)	St. Lucie (FPR)	Vero Beach (VRB)	Witham (SUA)	Okeechobee (OBE)	Sebastian (X26)	Indiantown (X58)	New Hibiscus (X52)
City	Fort Pierce	Vero Beach	Stuart	Okeechobee	Sebastian	Indiantown	Vero Beach
County	St. Lucie	Indian River	Martin	Okeechobee	Indian River	Martin	Indian River
County Pop. (2008)	268,691	134,987	147,642	40,752	134,987	147,642	134,987
NM from FPR	N/A	10 NM	20.4 NM	29.1 NM	20.3 NM	27.7 NM	11.8 NM
Acreage	3,670	1,707	739	1,060	626	600	90
Tower	Yes	Yes	Yes	No	No	No	No
Longest Runway	6,492 Feet	7,314 Feet	5,826 Feet	5,000 Feet	4,024 Feet	6,300 Feet (Turf)	3,120 Feet (Turf)
Customs Facility	Yes	No	No	No	No	No	No
NPIAS Future Service Level	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	N/A	N/A
NPIAS Dev. Cost (2009-2013)	$23,173,608	$19,190,000	$40,947,527	$1,489,322	$6,082,410	N/A	N/A
FASP 2025 Future Service Level	Commercial	Commercial	Community	Community	Community	Community	Community
Commercial Certification	No	Yes	No	No	No	No	No
NM from PBI	50.8 NM	60.8 NM	30.7 NM	53.4 NM	71.1 NM	28.2 NM	61.4 NM

St. Lucie County International Airport on Florida's Treasure Coast

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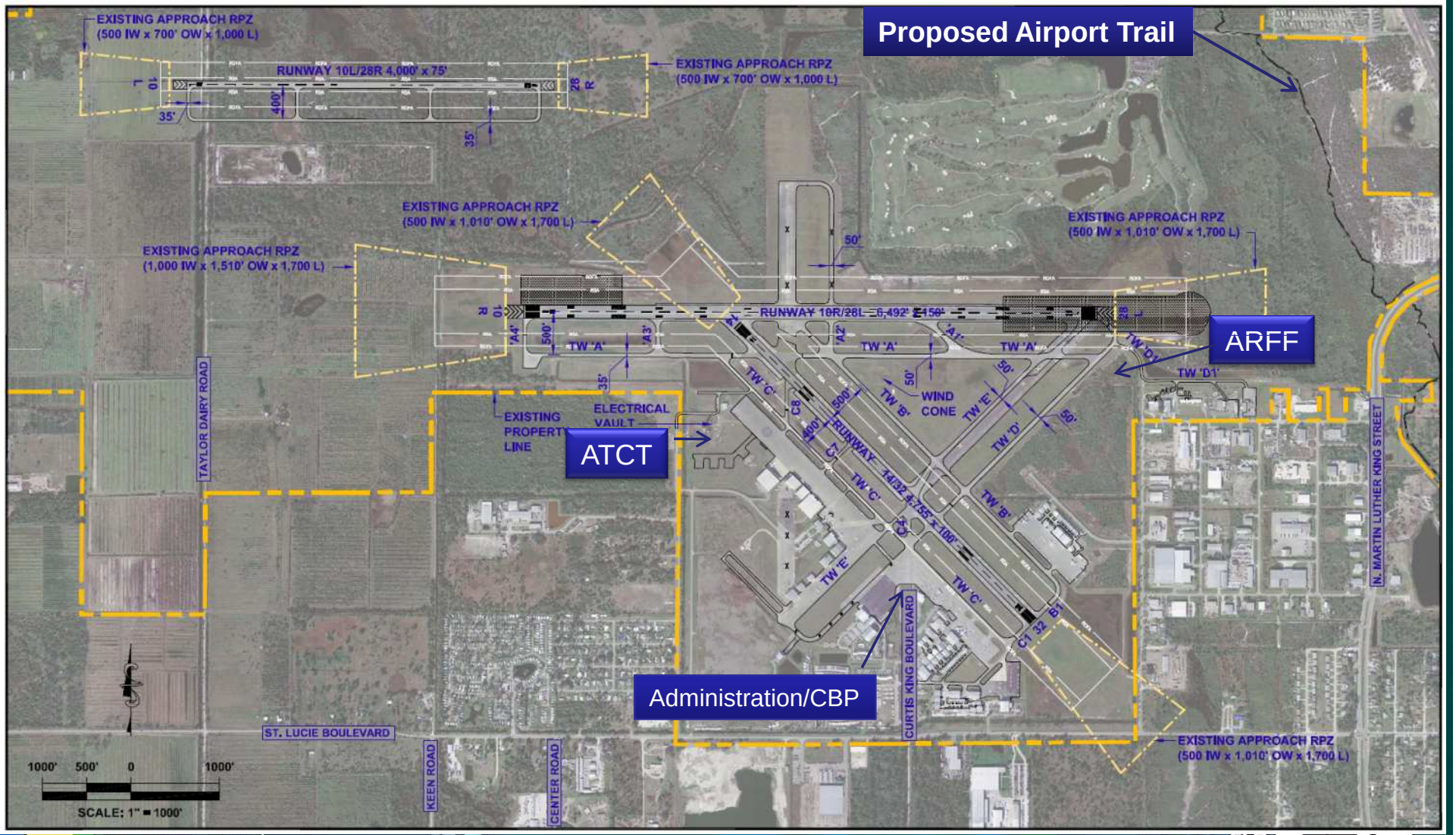
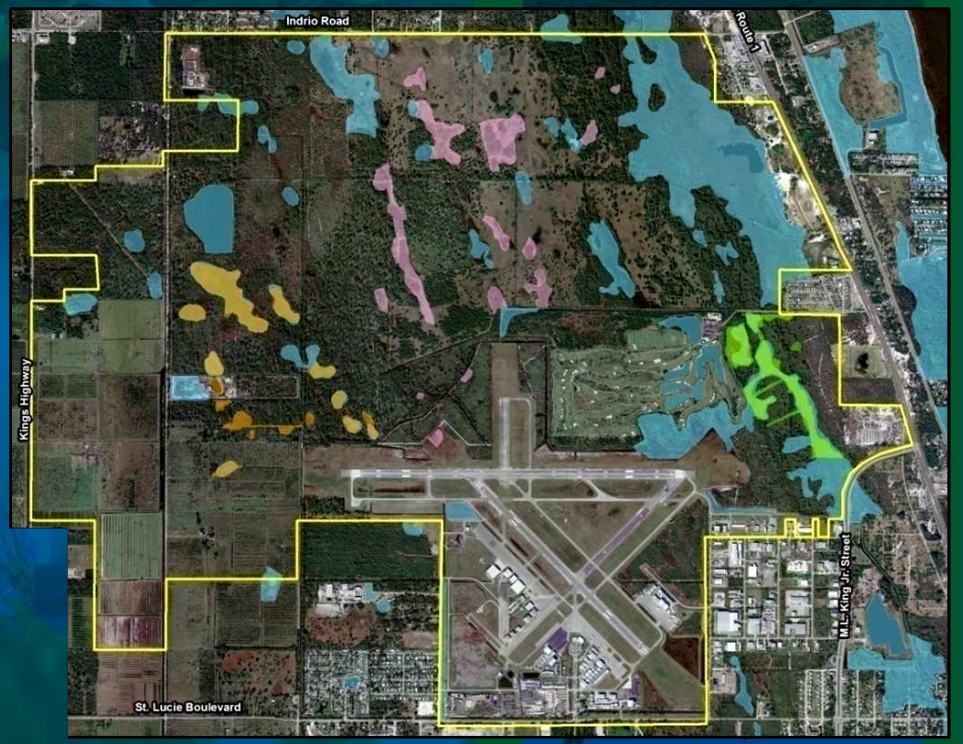
Airfield Facilities Familiarization



Natural Features Inventory

- Identifies existing natural features which may impact future development including:
  - Archaeological Resources
  - Biotic Communities
  - Protected Species
  - Wetlands & Floodplains



St. Lucie County International Airport on Florida's Treasure Coast

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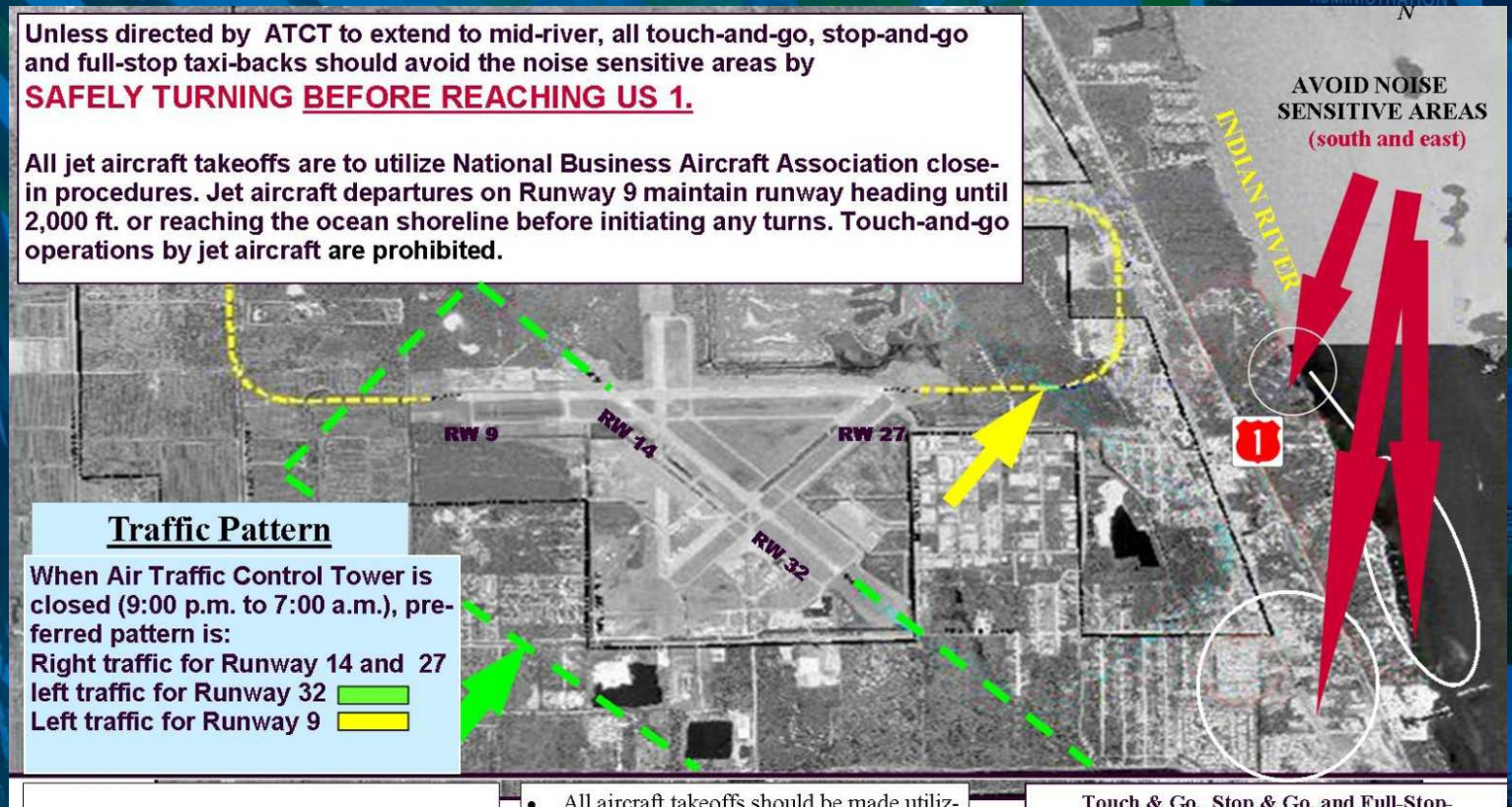
Noise Concerns

Unless directed by ATCT to extend to mid-river, all touch-and-go, stop-and-go and full-stop taxi-backs should avoid the noise sensitive areas by **SAFELY TURNING BEFORE REACHING US 1.**

All jet aircraft takeoffs are to utilize National Business Aircraft Association close-in procedures. Jet aircraft departures on Runway 9 maintain runway heading until 2,000 ft. or reaching the ocean shoreline before initiating any turns. Touch-and-go operations by jet aircraft are prohibited.



Traffic Pattern

When Air Traffic Control Tower is closed (9:00 p.m. to 7:00 a.m.), preferred pattern is:
Right traffic for Runway 14 and 27
left traffic for Runway 32
Left traffic for Runway 9

St. Lucie County International Airport is a noise sensitive airport and we ask your consideration of the people that live in the surrounding area by complying with these **Voluntary Noise Abatement Procedures.**

BE A GOOD NEIGHBOR AND FLY QUIET!
QUIET FLYING IS GOOD BUSINESS!

- All aircraft takeoffs should be made utilizing the best rate of climb speed.
- Intersection takeoffs are strongly discourage except as directed by ATCT.
- Runway 14 is preferred in calm wind as traffic, weather, and airspace safety and efficiency permit.
- Discourage Stage 1 aircraft operations unless for life safety, emergency or aircraft recertification.

Touch & Go, Stop & Go, and Full-Stop-Taxi-Back Operations Are Limited To:

- **Monday through Friday: 8 a.m. to 10 p.m.**
- **Saturday: 9 a.m. to 10 p.m.**
- **Not permitted Sundays and Holidays***

**New Years Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Day.*

These operations are allowed at any time if west of US 1, only.

St. Lucie County International Airport
on Florida's Treasure Coast

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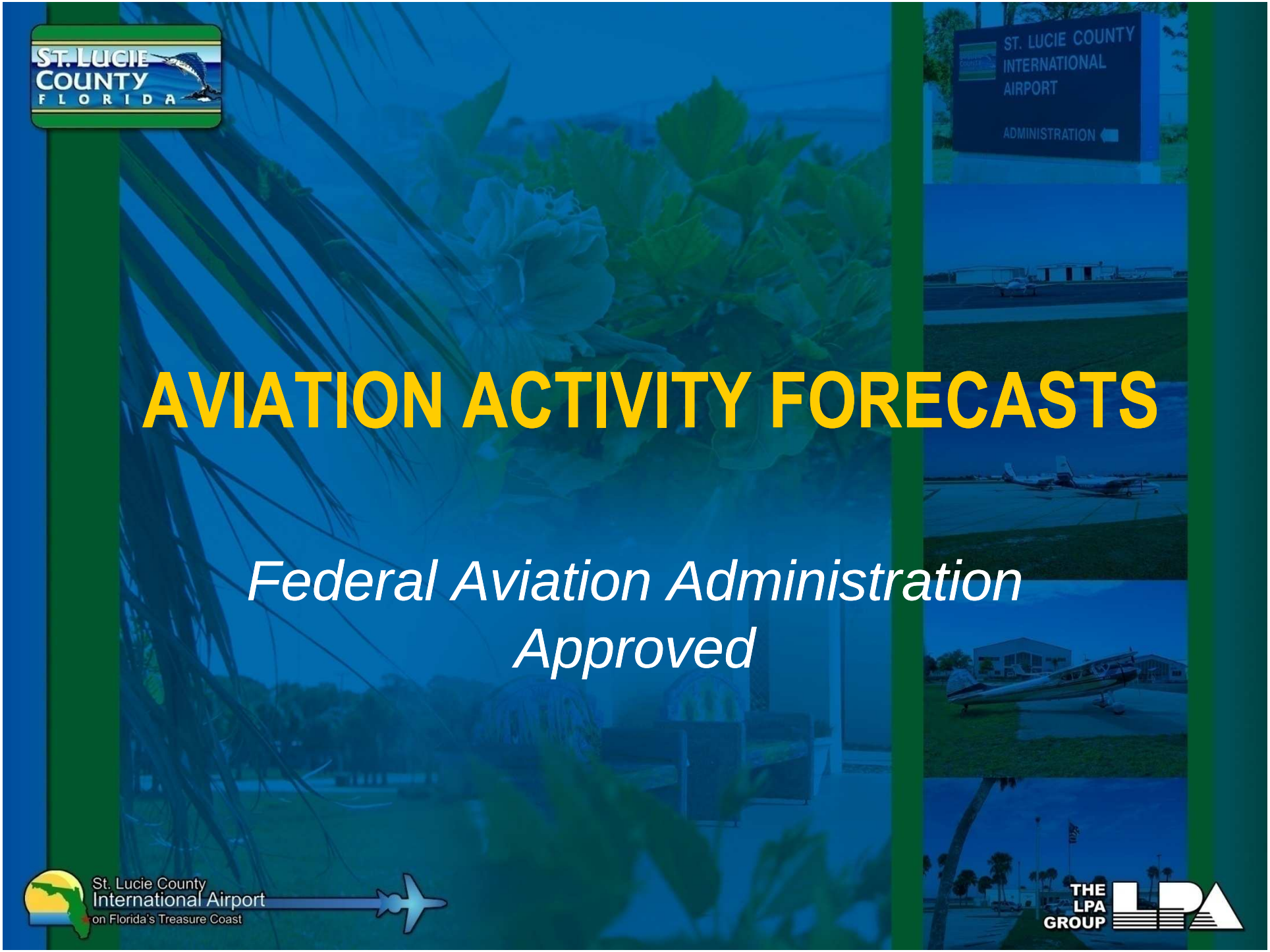

AVIATION ACTIVITY FORECASTS

Federal Aviation Administration
Approved

St. Lucie County
International Airport
on Florida's Treasure Coast

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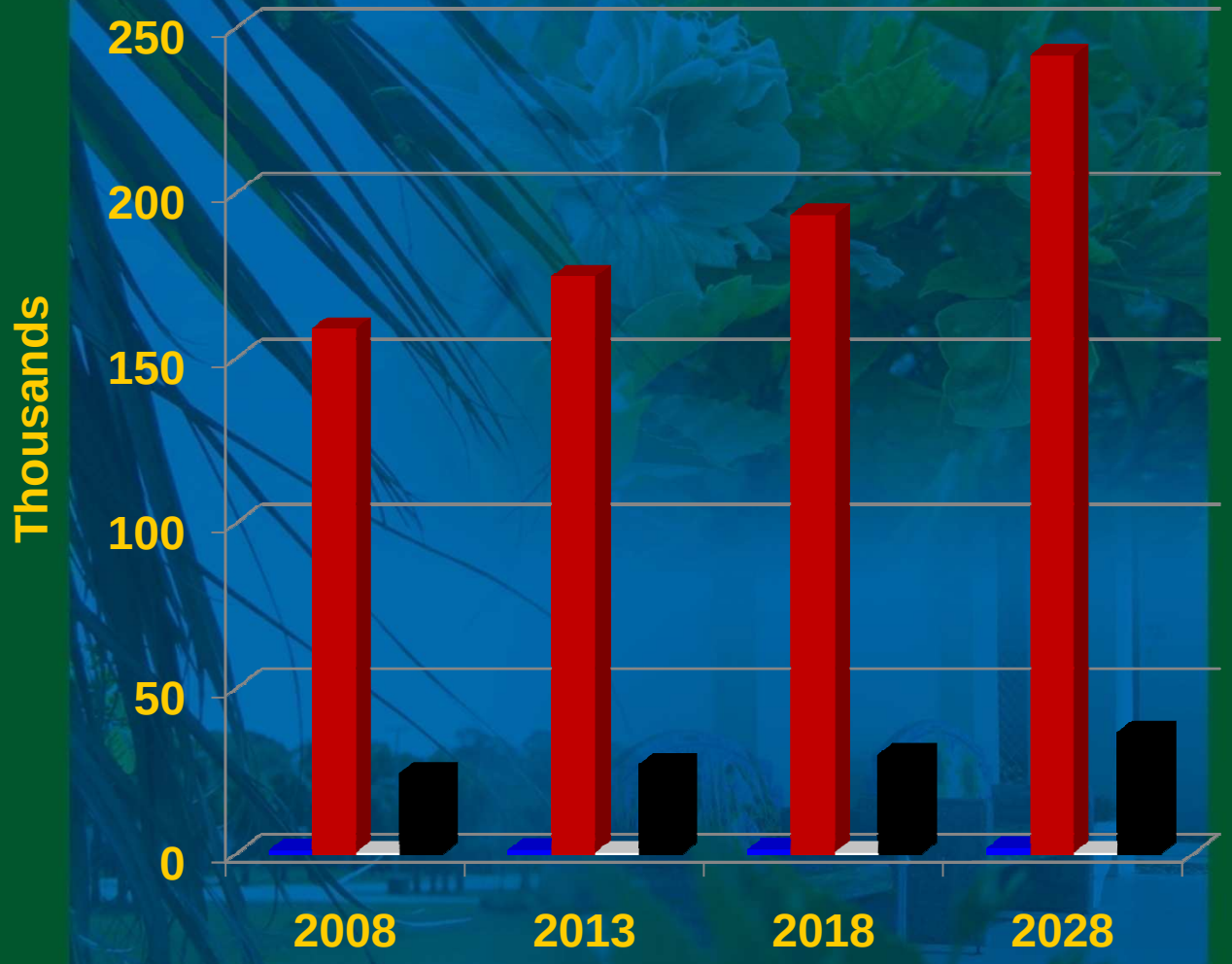
Factors and Opportunities

- *Business and Economic Patterns*
- *New Technology (i.e. NextGen, VLJs, etc)*
- *Global Terrorism and War*
- *Fuel Prices, Mergers, Bankruptcies, and general economy*
- *Shifts in commercial and General Aviation activity*
- *Security and Safety Requirements*
- *Green Technology, etc.*

FAA Approved Forecasts



St. Lucie County International Airport on Florida's Treasure Coast

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Forecast Fleet Mix and Critical Aircraft

Operations

Type	2008	2013	2018	2028
Single-Engine	116,201	130,831	147,887	187,758
Multi-Engine	28,962	26,606	24,257	20,162
Turboprop	5,900	6,287	6,667	7,495
Jet	3,375	5,361	7,909	17,212
Helicopter	5,840	7,026	8,151	10,971

Based Aircraft

Type	2008	2013	2018	2028
Single-Engine	122	137	155	175
Multi-Engine	59	59	59	59
Turboprop	12	13	14	15
Jet	14	20	26	34
Helicopter	4	5	6	7

St. Lucie County International Airport on Florida's Treasure Coast

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AIRPORT CAPACITY AND FACILITY REQUIREMENTS

ST. LUCIE COUNTY FLORIDA

St. Lucie County International Airport on Florida's Treasure Coast

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Airspace & NextGen

- FPR currently has Class D Controlled Airspace – 5-mile radius from surface to 2,500’
- ATC Tower manages local airspace (arrivals / departures/ traffic pattern / airfield) – 7am to 9pm (14 hrs)
- “Virtual” towers can expand controlled airspace hours for safety & noise abatement
- Runway approaches can be redesigned to improve efficiency & avoid sensitive areas

NextGen in 2018: Operating in the Mid-Term

By 2018, NextGen is expected to offer operational, economic, and environmental benefits while increasing safety throughout all phases of flight.

FAA NextGen Implementation Plan 2009

St. Lucie County International Airport on Florida’s Treasure Coast

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Airports & NextGen

- Airfield facilities – Safety & efficiency of runways, taxiways & aprons can be enhanced by design to eliminate / avoid "runway incursions (especially hotspots")
- Aircraft & vehicle ground movements can be monitored and guided in low visibility conditions to avoid conflicts
- Less airport property will need to be encumbered by height hazard restrictions

NextGen in 2018: Operating in the Mid-Term

By 2018, NextGen is expected to offer operational, economic, and environmental benefits while increasing safety throughout all phases of flight.

FAA NextGen Implementation Plan 2009

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on Florida's Treasure Coast

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Aircraft & NextGen

- Aircraft can be retrofitted with modern satellite-based equipment to make full use of NextGen system
- Direct GPS flights vs reliance on ground-based navigation will shorten flight times, saving time & fuel
- Controlled descent approaches (CDA's) will provide more efficient arrivals
- Fuel efficiencies will lessen carbon emissions

NextGen in 2018:
Operating in the Mid-Term

By 2018, NextGen is expected to offer operational, economic, and environmental benefits while increasing safety throughout all phases of flight.

FAA NextGen Implementation Plan 2009

St. Lucie County International Airport
on Florida's Treasure Coast

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NextGen is NowGen

- Next Gen is here! – Southeast Florida was one of FAA's first regions to complete installation of ADS-B ground stations (Sebastian/Hobe Sound)
- ADS-B receives 3-D data from each aircraft and transmits data to all aircraft & ATC
- A/C can "see" each other and avoid conflicts
- Continued implementation of NextGen will enhance safety while reducing operational and capital costs in Southeast Florida's airspace

NextGen in 2018:
Operating in the Mid-Term

By 2018, NextGen is expected to offer operational, economic, and environmental benefits while increasing safety throughout all phases of flight.

FAA NextGen Implementation Plan 2009

St. Lucie County International Airport
on Florida's Treasure Coast

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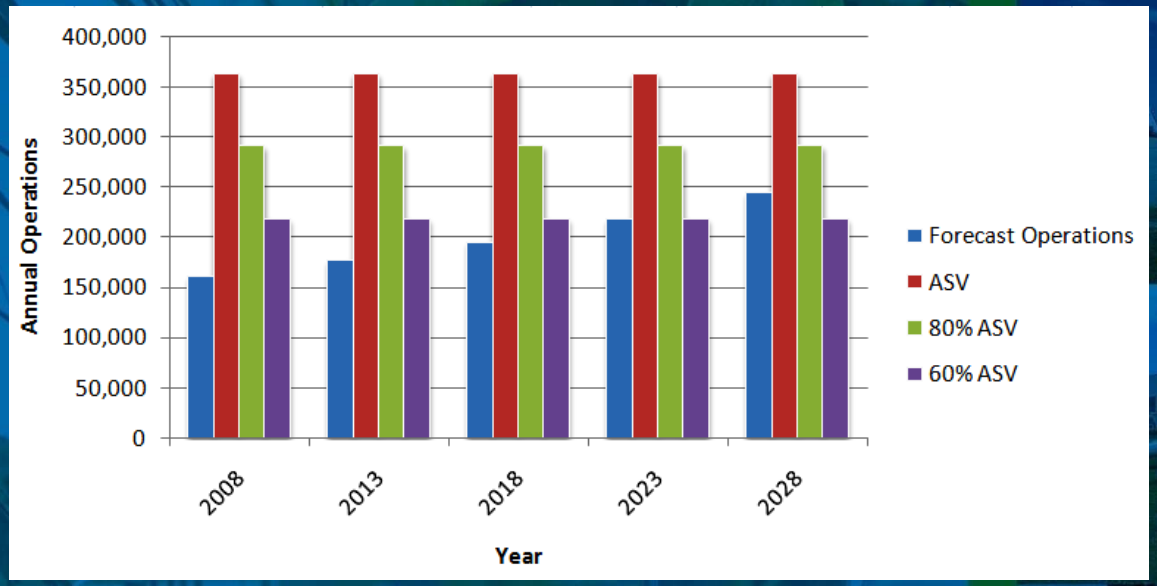
Airfield Capacity

Year	Forecast Annual Operations	Annual Capacity (3 Runway)	%Annual Capacity	Forecast Hourly Operations	Hourly Capacity (3 Runway)	%Hourly Capacity
2008	160,277	363,169	44.13%	104	236	43.99%
2013	176,111	363,169	48.49%	114	236	48.33%
2018	194,871	363,169	53.66%	126	236	53.48%
2023	217,207	363,169	59.81%	140	236	59.61%
2028	243,599	363,169	67.08%	158	236	66.86%



Capacity improvements may be needed in later years of the planning period (additional taxiways, aircraft parking areas, etc.)

St. Lucie County International Airport on Florida's Treasure Coast

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AIRPORT OPPORTUNITIES

St. Lucie County
International Airport
on Florida's Treasure Coast

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Special Uses and Opportunities

- *Target Industries*
  - *Aviation*
  - *Corporate training and shared services*
  - *Biomedical and Technology*
  - *Institutional – Aviation*
  - *Security and National Defense*
  - *Regional Distribution*
    - *Inland Port – FDOT Report*
    - *2-3 Selection Sites (Ocean Shipping and Aviation)*
  - *Bonded Warehouse*
  - *NextGen*
  - *Sustainable Development, etc.*

St. Lucie County International Airport on Florida's Treasure Coast

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St. Lucie Positives: Aviation

- *Typically Recession Resistant*
- *Wealth Creating Industry*
- *More Training = Higher Wages*
- *Compliments other Industries*
- *Uncluttered Airspace*
- *Land for Expansion*
- *Two Fixed Based Operators*

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Economic Development Opportunities

- *Aviation Maintenance, Repair and Overhaul*
- *Homeland Security and Defense*
- *Aviation Related Training*
- *Aviation Related Distribution*
- *Disaster Recovery*

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Economic Development Opportunities

Tourism & Limited Commercial Service

Possible Partnership with Grand Bahamas Chamber of Commerce

bahamasair
We don't just fly there. We live there.

Bahama Tourism a Key to our Economic Recovery

Airport part of plan

Other Opportunities

- *Aviation Maintenance, Repair and Overhaul*
- *Homeland Security and Defense*
- *Aviation Related Training*
- *Aviation Related Distribution*
- *Disaster Recovery….*

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on Florida's Treasure Coast

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FACILITY REQUIREMENTS

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International Airport
on Florida's Treasure Coast

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Facility Requirements

Runway, Taxiway & Apron Needs

- Rehabilitate pavement on Runway 10R-28L and Taxiways A, B, C and E
- Resolve Intersection – Runway 14
- Preserve land for future airfield expansion and terminal development
- Provide taxiway to Runway 10L-28R
- Upgrade Pavement Strength

Other Airfield Needs

- Install Approach Lighting associated with Runway10R
- Install REILs and PAPIs on Runways 14, 32, 10L, 28R, 10R & 28L
- Upgrade Runway 10R-28L lighting, marking and signage depending upon future role
- Upgrade Electrical Vault
- Relocate/Add Wind Cones and Segmented Circle

Terminal Facilities

- Centralized Airfield Location for future terminal
- Ease of Surface Access from Interstate
- Ability to accommodate long-term demand

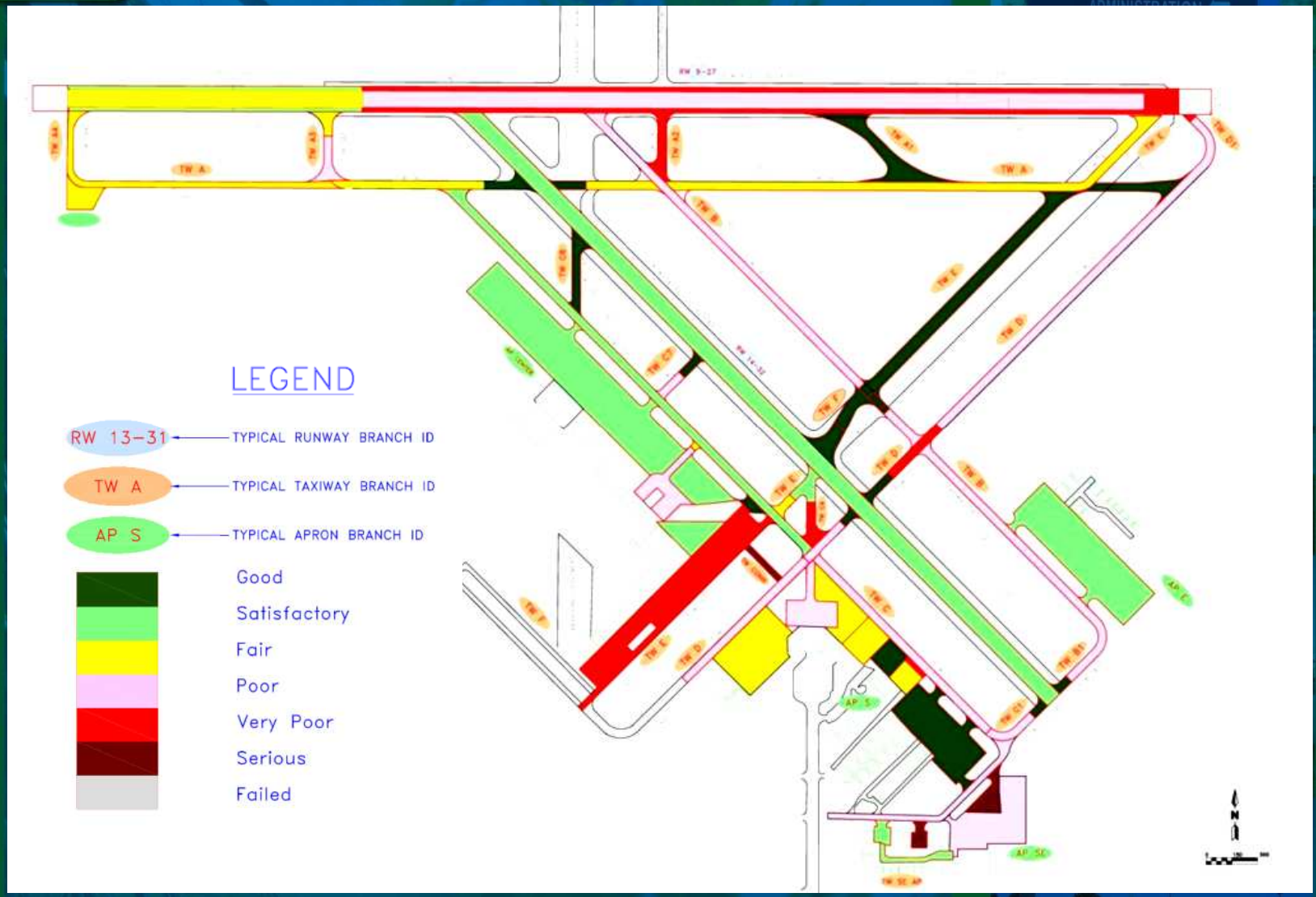
Support Facilities

- Central Location for Customs and Border Protection Facilities
- Rehabilitate/Expand Customs to accommodate demand
- ATCT Rehabilitation and Clear Line of Sight
- Expand ARFF to accommodate demand
- Improve Airport Drainage

Land Acquisition/Easement

- Associated with Runways 32 RPZ

Pavement Condition



2007 Condition Map

Source: MACTEC Construction

St. Lucie County International Airport on Florida's Treasure Coast

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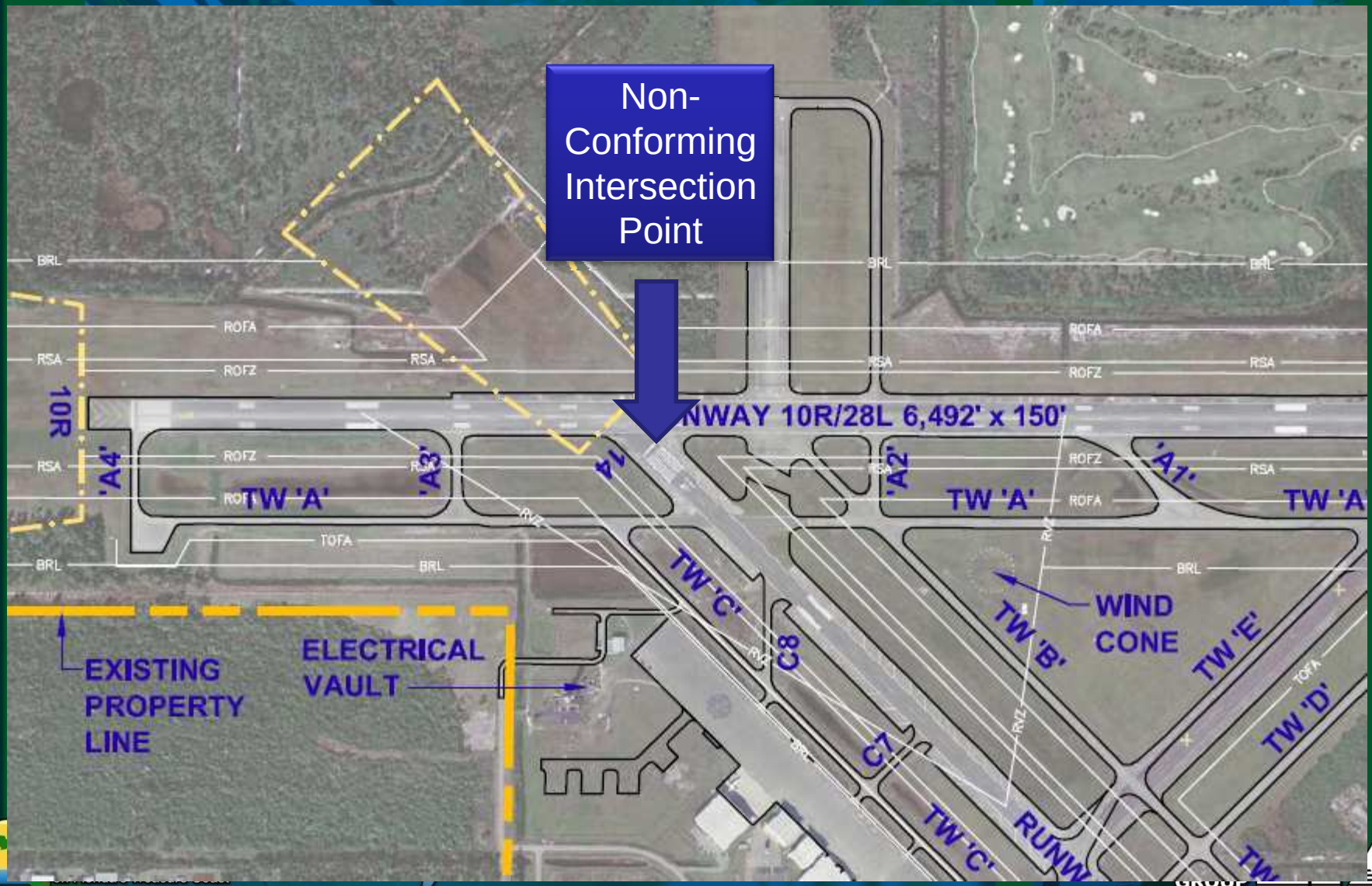
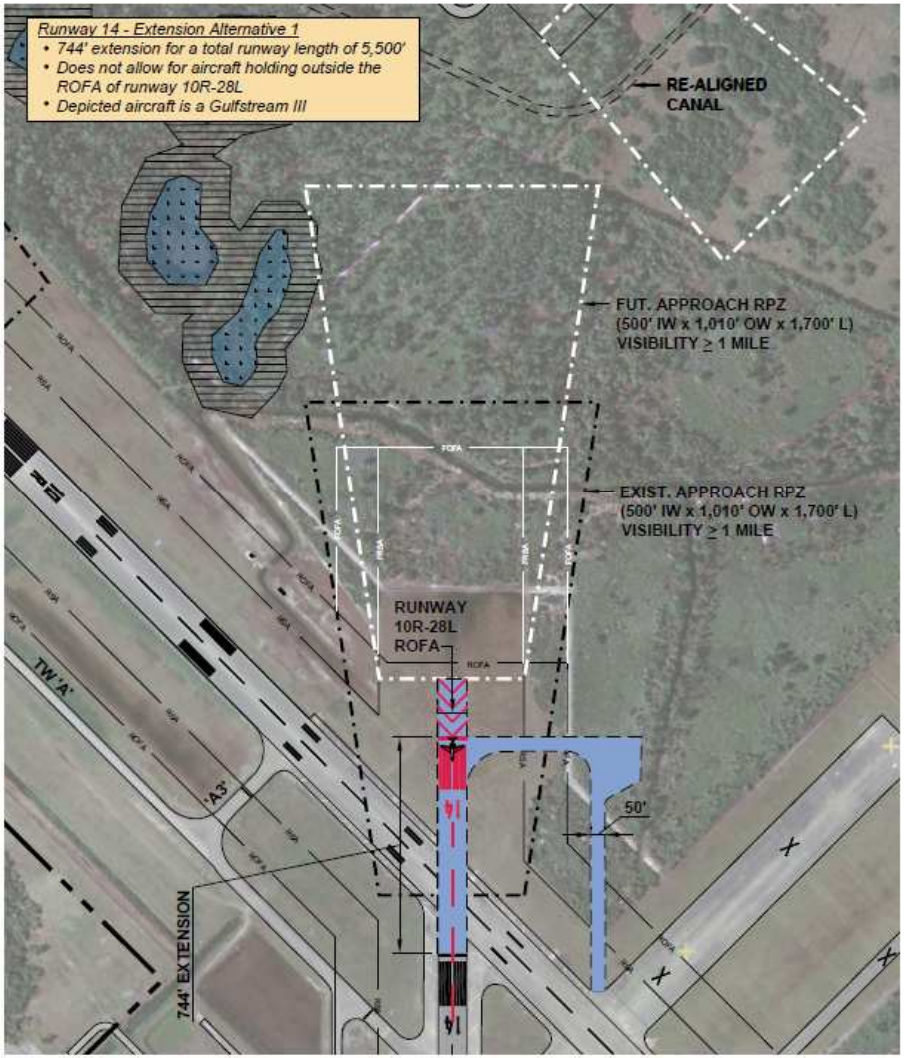
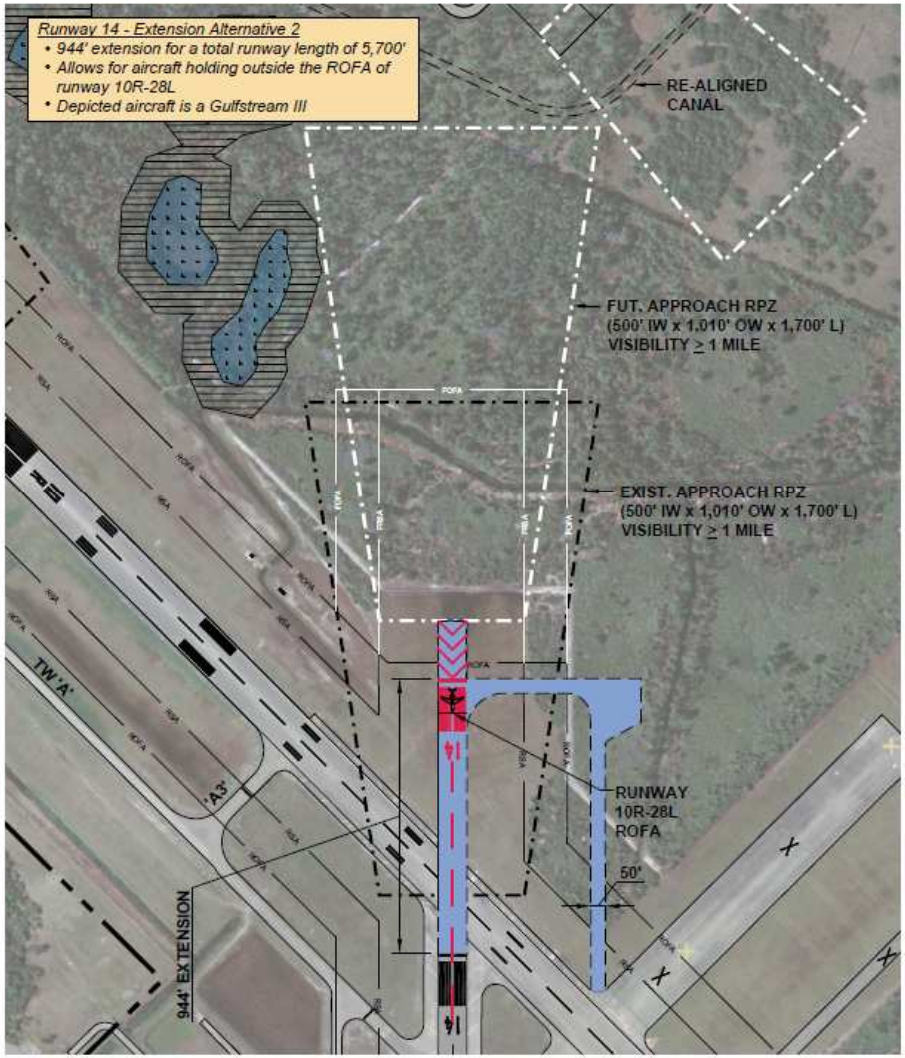
Non-Conforming Runway Intersection



Draft Extension of Runway 14-32





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St. Lucie County International Airport Master Plan Update

RUNWAY 14 EXTENSION ALTERNATIVES

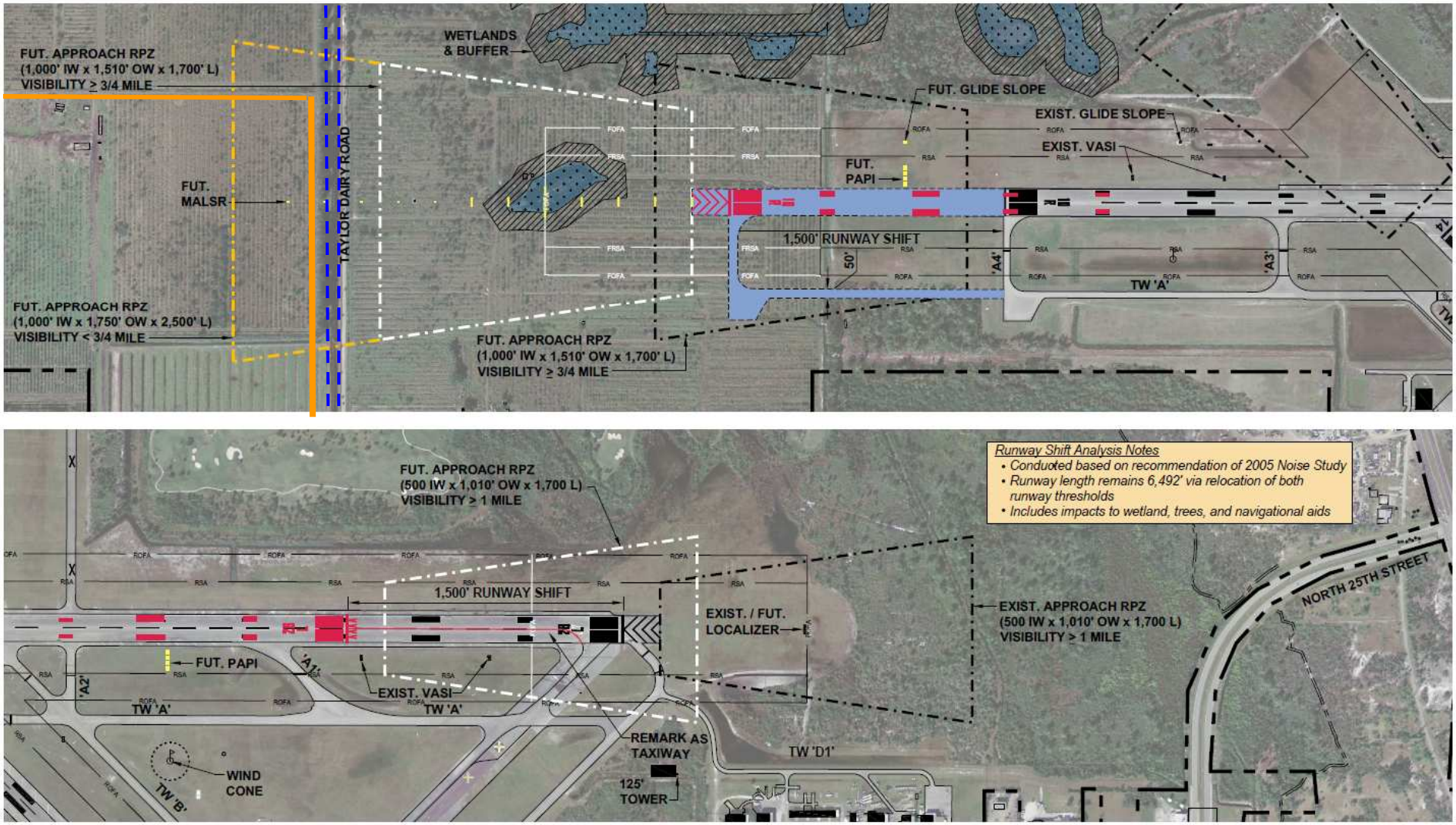
400' 200' 0 400'

SCALE: 1" = 400'

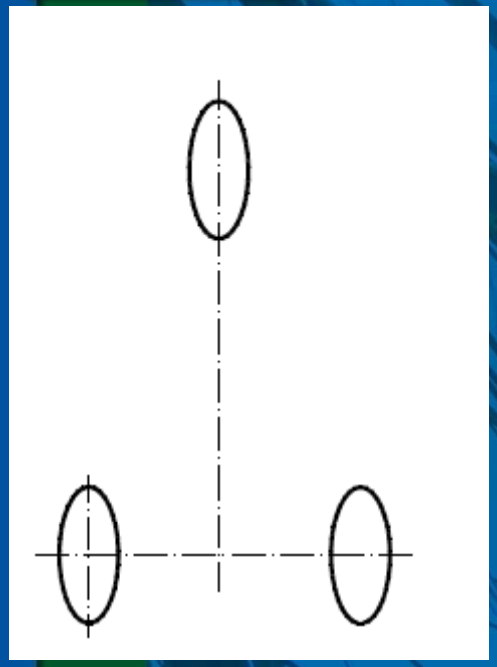
DATE 06/25/2009

FIGURE NO.

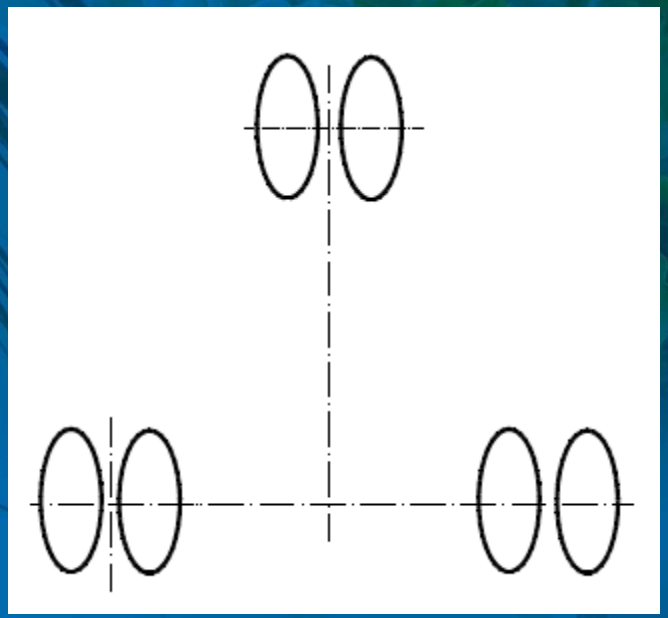
Part 150 Recommendation
Shift of Runway 10R-28L



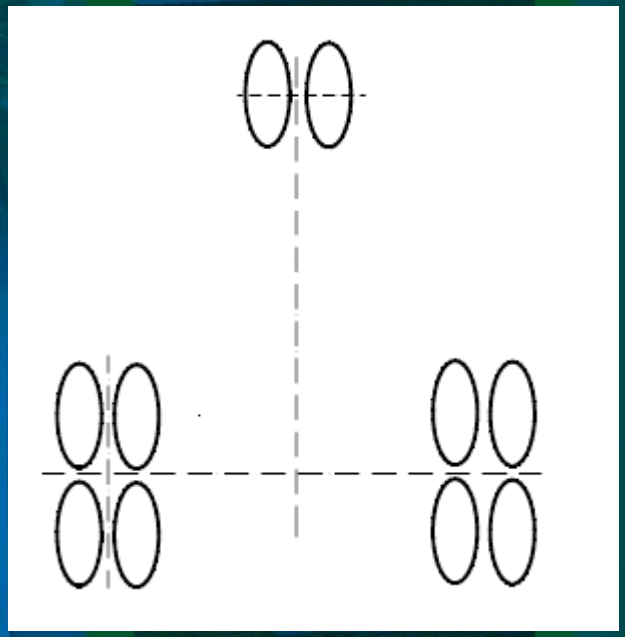
Pavement Strength and Land Gear Configurations



Single Wheel
(Cessna 172)



Dual Wheel
(Gulfstream V)



Dual Tandem Wheel
(B757-200)

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on Florida's Treasure Coast

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Stage 2 & Stage 3 Jet Comparison

Turboprop (B1900)

Stage 3 General Aviation Jet (GV)

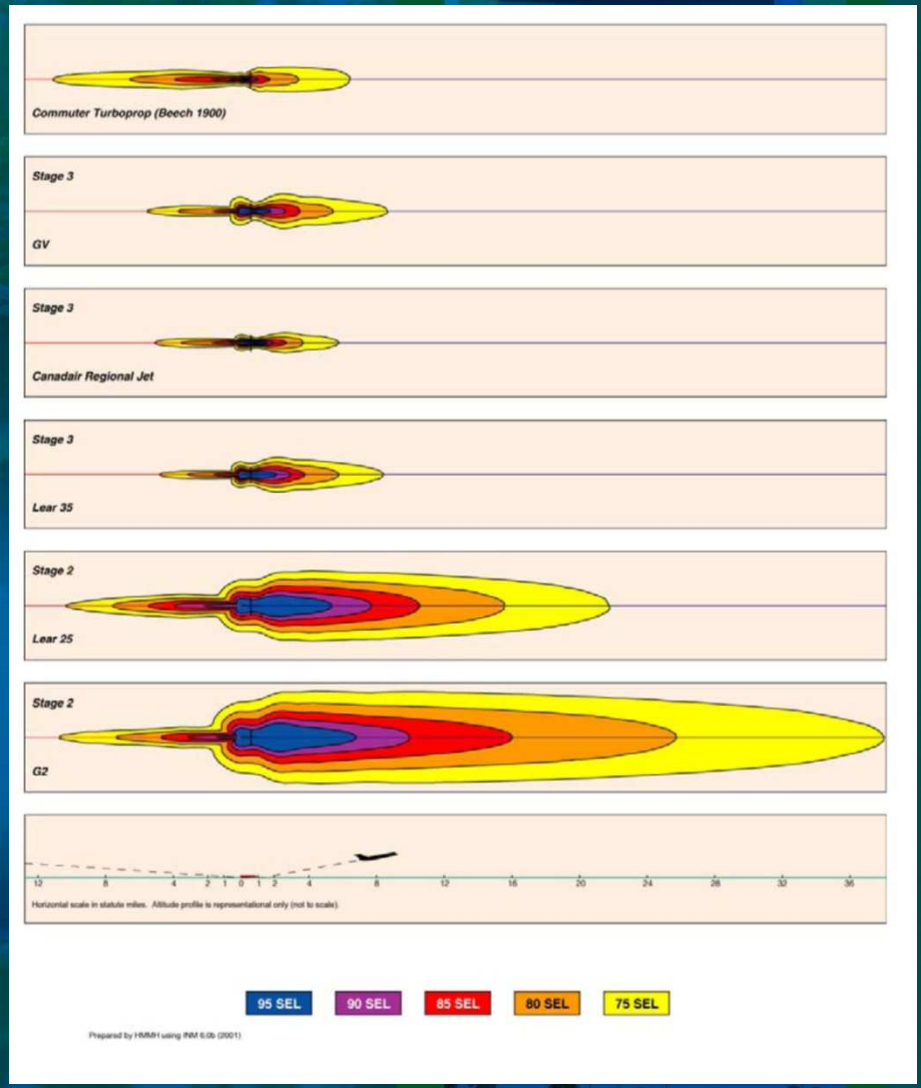
Stage 3 General Aviation Jet (CL600)

Stage 3 General Aviation Jet (Lear 35)

Stage 2 General Aviation Jet (Lear 25)

Stage 2 General Aviation Jet (G2)

Sound Exposure Level Contours for Landing – Takeoff Cycles



Source: hmmh.com

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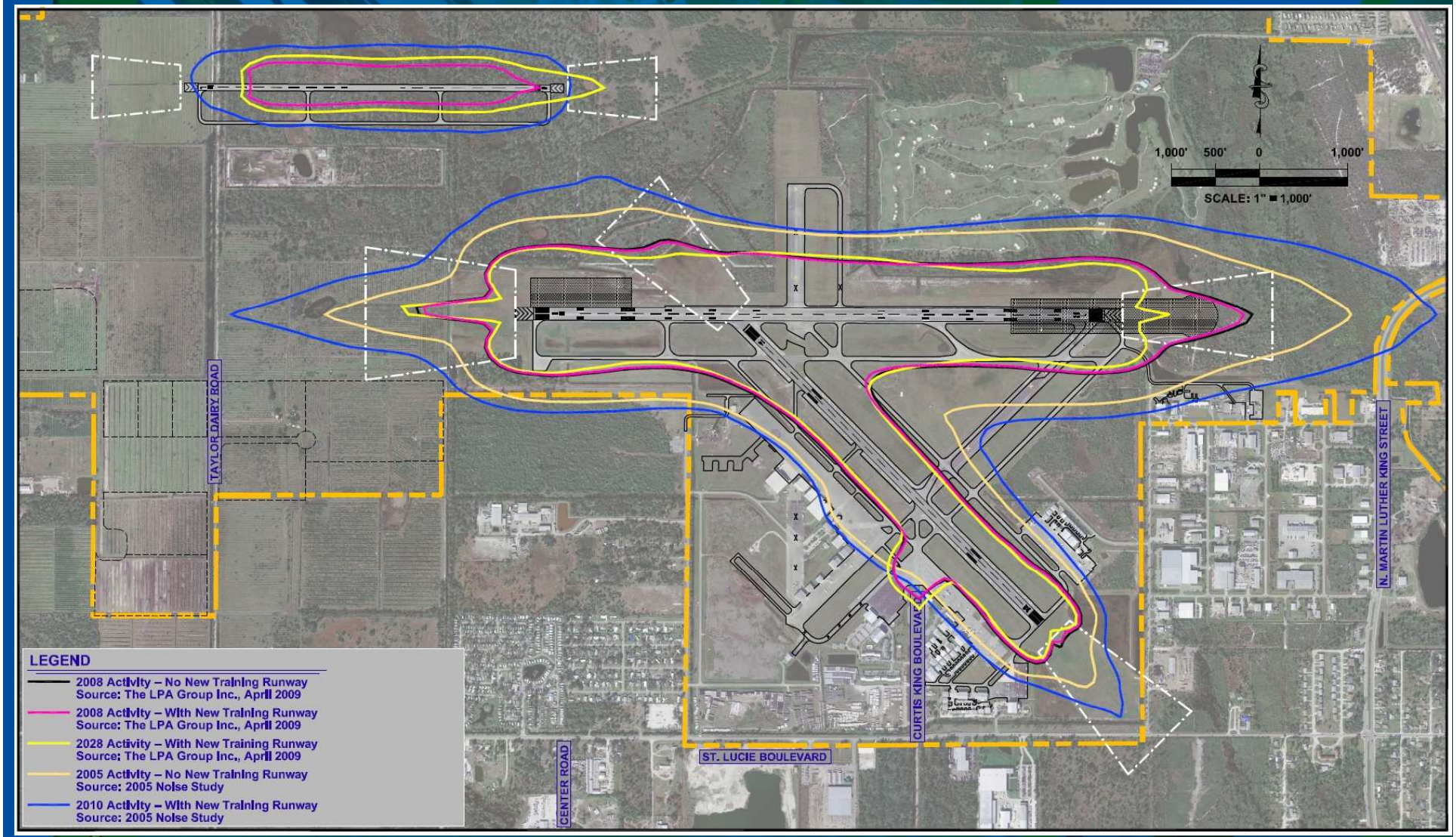
65 DNL Noise Contour Comparison
2005 Part 150 Study and 2008 MPU



TECHNICAL ADVISORY COMMITTEE AND COMMUNITY AIRPORT PERCEPTIONS

St. Lucie County
International Airport
on Florida's Treasure Coast

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Perceived Airport Advantages and Disadvantages

Airport Advantages (Assets)

- *Location to Port*
- *Infrastructure – Highway/Rail*
- *Acreage*
- *Underutilized*
- *Access to Bahamas*
- *Draws Industry*
- *Onsite Customs*
- *International Airport*
  - *Foreign Trade Zone*
  - *Commercial/Volume*
- *Proximity to Tourist Destinations*

Airport Disadvantages (Liabilities)

- *Distance from Residents*
- *Pavement Strength*
- *Surface Access and Signage*
- *Lack of Industry in Area*
- *Lacks Part 139 (Commercial Service) Certification*
- *Limited Commitments*
- *Environmental Issues*
- *Lack of Utilities*

Perceived Community Perceptions

- *Air Traffic Control Tower (ATC)*
  - *Corporate/Commercial Pilots – Perceive ATC as Advantage*
  - *Leisure General Aviation Pilots (including gliders) – Perceive ATC as Disadvantage*
- *Overall Public Perceptions*
  - *General Public assumes that Airport requires large amounts of public funding to operate – Perceived Disadvantage.*
  - *The Airport is self-sufficient, and is using Golf Course rent to pay back previous General Fund contributions – Advantage*
- *Four Airports within 90 minute drive*
  - *Competition – Disadvantage*
  - *Commercial Service and Expanded Destinations - Advantage*

POTENTIAL LONG-TERM AIRPORT ROLE

Based upon Input from

June 30th and October 14th

Technical Advisory Meetings

St. Lucie County International Airport on Florida's Treasure Coast

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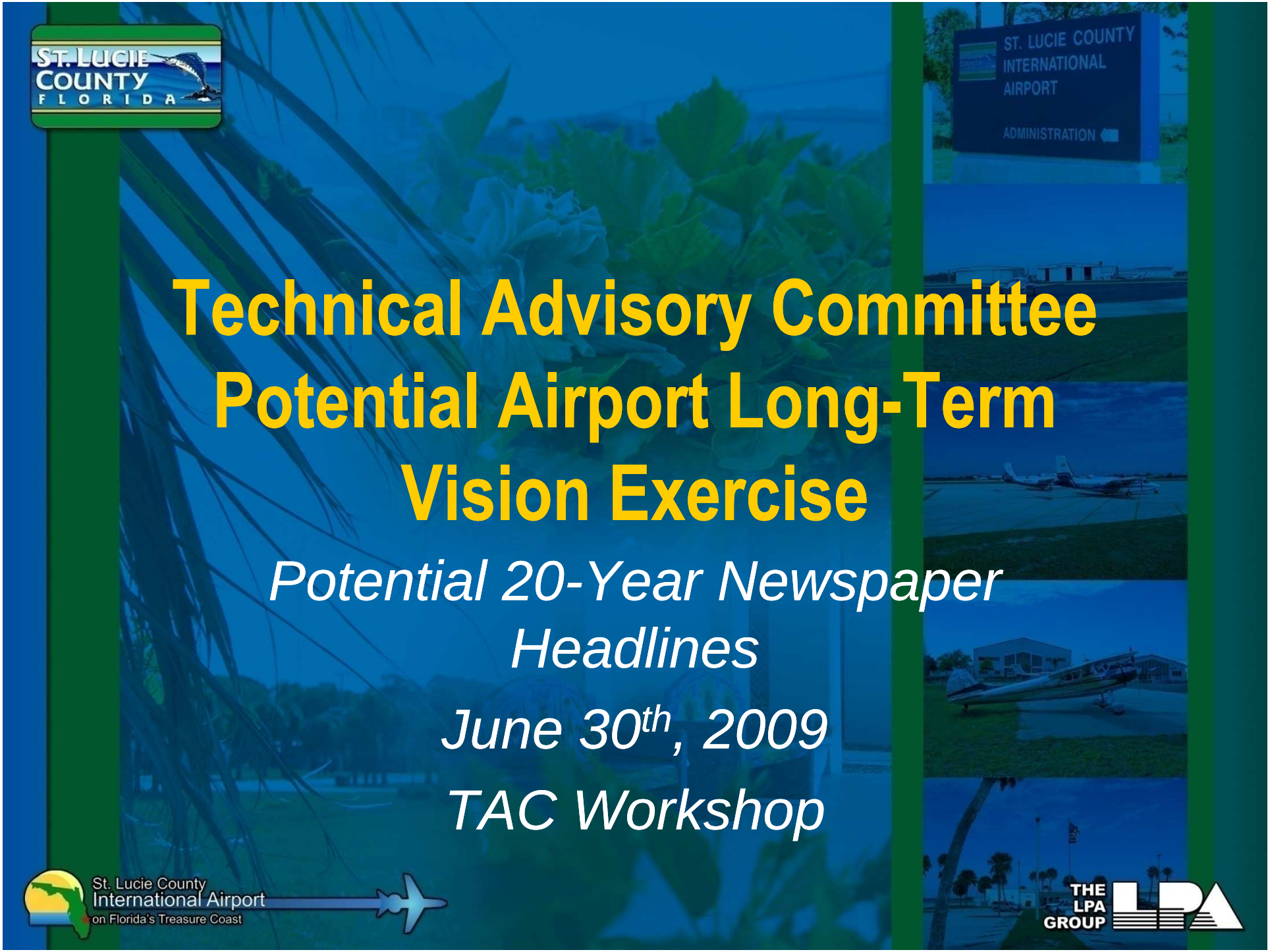
What Is Long-Term Role of Airport?

- *General Aviation (Training, Corporate, Emergency Services, etc.)?*
- *Limited Commercial (Commuter Aircraft < 100 Seats)?*
- *Air Carrier Commercial Service?*
- *Other Options?*

The Role of the Airport will define Future Development and Operations.



Technical Advisory Committee
Potential Airport Long-Term Vision Exercise

Potential 20-Year Newspaper Headlines

June 30th, 2009

TAC Workshop

St. Lucie County International Airport on Florida's Treasure Coast

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TODAY'SWEATHER

Mostly Sunny, Hi Around 88

The St. Lucie Times

Wednesday, June 21, 2028 VOLUME 7 ♦ ISSUE 4

BREAKINGNEWS

Local hero named Governor of Newest Mars Colony. Martians' object.

More on page 3

Next 15-20 Years: Medium Density Commercial Airport including international cargo port with the Bahamas/Caribbean – A Leader in Visionary Development

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Wednesday, June 21, 2028 VOLUME 7 ♦ ISSUE 4

BREAKINGNEWS

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More on page 3

The St. Lucie County International Airport will have I-95 Access as a result of a land swap with the Cloud Grove Tract. Negotiations are underway to develop the Airport similar to the Orlando Sanford Airport Facility with the ultimate goal of offering international flights to our Area

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More on page 3

United Airlines to start Next Generation, Non-Stop service to Chicago

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Regional Hub for the Treasure Coast – offering Airport Trade Free Zone and Jump-off Location for Caribbean Tourism

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St. Lucie County International Airport leads four county region in Corporate Traffic

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Airport Expansion needed for Future Community Development

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St. Lucie becomes Home for New Efficient Aircraft Engine Firm

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New St. Lucie International Gateway Terminal Opens…One more Step in Supporting Local Tourism

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Full Commercial Service to Major U.S. Cities. Supports rental car companies and attracts Cargo Operators from Major Shipping Companies to Support Local Facilities and Seaport

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More on page 3

20Year Vision: The People's Gateway to St. Lucie County

TODAY'S WEATHER

Mostly Sunny, Hi Around 88

The St. Lucie Times

Wednesday, June 21, 2028

VOLUME 7 ♦ ISSUE 4

BREAKING NEWS

Local hero named Governor of Newest Mars Colony. Martians' object.

More on page 3

90 Year Vision: Land Here in the Southern Most Floridian Airport

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More on page 3

New Regional Airport to Break Ground: The Treasure Coast, All Four County Governments Working Together to Build a Regional Commercial Airport and Rail System to Serve the Treasure Coast

DRAFT TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

June 30th Workshop

St. Lucie County International Airport on Florida's Treasure Coast

THE LPA GROUP

Draft Group Recommendations

- *Relocate Power Lines*
- *Reserve property west of Runway 10R for Runway Extension.*
- *Do not extend Runway 28L*
- *Extend Runway 14 to Northwest*
- *Short-Term Develop Airport Administration Building and Customs for Commercial Terminal*
- *Industrial Development North Airport Property*
- *Improve Surface Access :*
  - *Expand St. Lucie Blvd and Indrio Road to 4-lanes*
  - *Improve access to North King's Highway, Florida Turnpike and I-95*
- *Develop airport as multi-modal facility*
- *Long-Term -Construct Commercial Terminal Facilities between Runways 10R-28L and 10L-28R*
- *Coordinate Development with Planned Transportation and Growth Management Development (50 Years)*

DRAFT PRELIMINARY ALTERNATIVES

October 14, 2009

Technical Advisory Committee Meeting

St. Lucie County International Airport on Florida's Treasure Coast

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Alternative Airport Development Options

- *Airfield Development*
- *Terminal Development*
- *General Aviation Development*
- *Aviation Support Facilities*
- *Non-Aviation Development*
- *Surface Access*
- *Sustainable “Green” Development*
- *Project Phasing and Timing*

St. Lucie County International Airport on Florida's Treasure Coast

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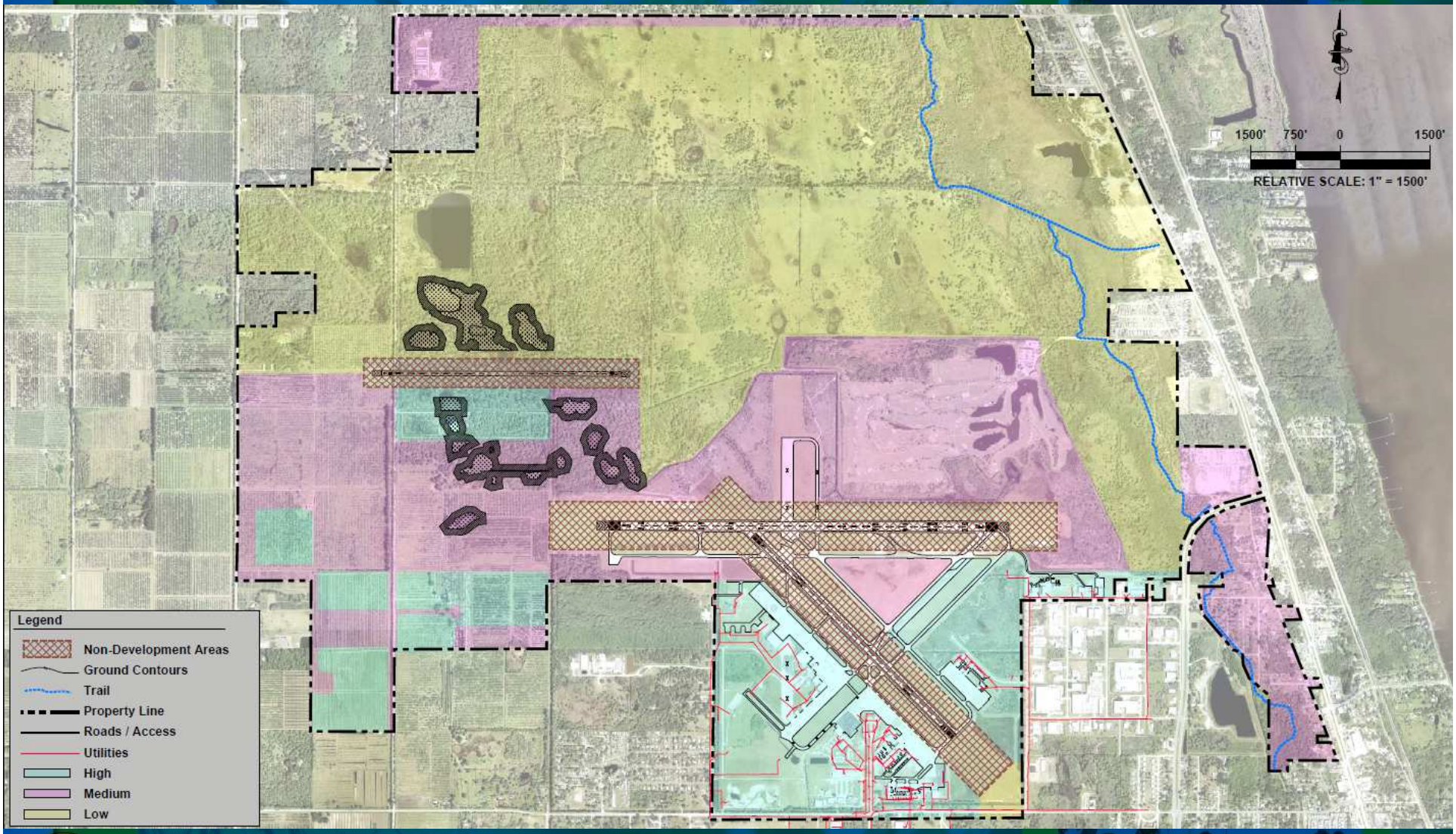
Development Zones



St. Lucie County International Airport
on Florida's Treasure Coast

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Potential Alternative Scenarios

- *Alternative 1 – General Aviation Only[1]*
- *Alternatives 2A and 2B – Limited Commercial[2]*
- *Alternative 3 – Air Carrier Commercial Service [2]*
- *Combination of All Three?*
- *Other Option?*

[1]Includes scheduled aircraft with 9 seats or less and unscheduled aircraft with less than 31 seats

[2]Requires 14 CFR Part 139 Certification. Airport Requirements dependent upon demand and 14 CFR Part 121, 135 and 380 (public charters with more than 31 seats) operating requirements

St. Lucie County International Airport on Florida's Treasure Coast

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Critical Aircraft – Alternative 1

Airport Design & Role

- *Gulfstream 550*
  - *ARC C-III*
  - *MTOW : 91,000 lbs*
  - *Gear: Dual Wheel*
  - *Takeoff Dry: 6,902'; Takeoff Wet: 7,937'*

Alternative 1 Minimum Requirements

Airfield Facilities

Short-Term Development

- *Pavement Rehabilitation Runway 10R-28L*
- *Install ODALS*
- *Install REILs and PAPIs*
- *Rehabilitate Taxiway B*

Mid-Term Development

- *Rehabilitate, Widen* and Strengthen Taxiways A, C, and E*
- *Extend Runway 14 and Taxiway B*
- *Upgrade Pavement Runway 10R-28L to 90,000 lbs DW*
- *Strengthen Apron Pavements*

Support Facilities and Other Facilities/Projects

Short-Term Development

- *Perimeter Fencing*
- *Segmented Circle*
- *Drainage Improvements*
- *Airport West Commerce Park – Utilities, Infrastructure & Concurrency*

Mid-Term Development

- *Environmental Assessment – Runway 10R-28L*
- *Perimeter Fencing*
- *Drainage Improvements*
- *Utilities, infrastructure and traffic concurrency*

Phasing Depends upon Demand and Funding Priorities

St. Lucie County International Airport on Florida's Treasure Coast

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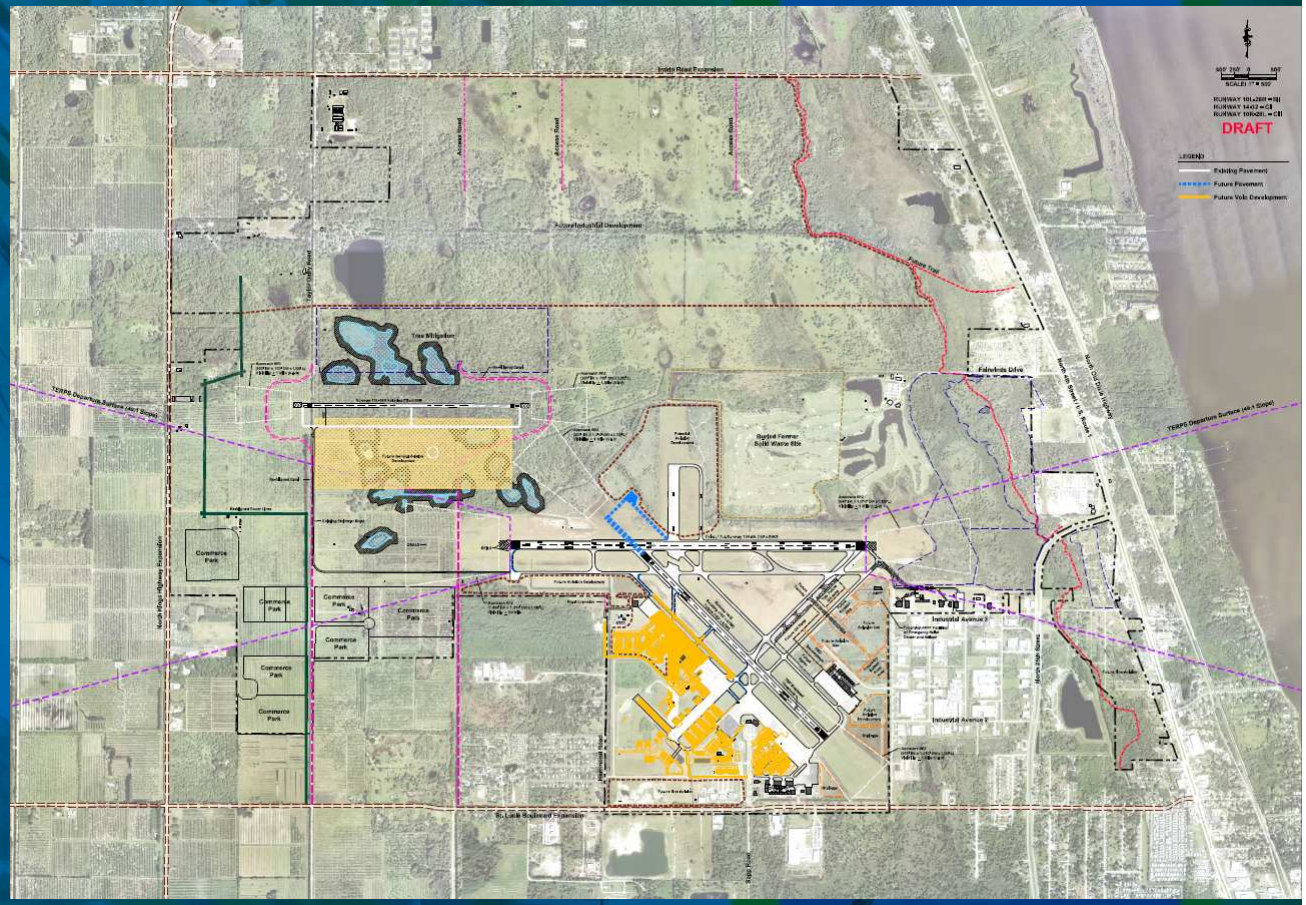
Alternative 1 – General Aviation Development

Strengths

- Accommodates Forecast Demand
- Supports non-aviation and aviation development
- Improves Runway 14 intersection
- Does not require easement or land acquisition
- No relocation of Power Lines

Weaknesses

- Does not provide lower approach threshold
- No airfield connectivity between Runways 10R-28L & 10L-28R
- Impacts drainage
- Shortens Runway 32 &
- Cannot accommodate commercial service
- Impacts Airport West Commerce Park Development



St. Lucie County International Airport on Florida's Treasure Coast

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Commercial Airport Classes
14 CFR Part 139

The Purpose of Part 139 is to Ensure Safety in Air Transportation

	Airport Classes			
Type of Air Carrier Operation	**I**	**II**	**III**	**IV**
Scheduled Large[1] Air Carrier Aircraft	X			
Unscheduled Large Air Carrier Aircraft[2]	X	X		X
Scheduled Small Air Carrier[3] Aircraft	X	X	X	

[1]Large Air Carrier = 31 seats or greater configuration
[2]Includes Public Charters certified under 14 CFR Part 380
[3]Small Air Carrier = 9 to 30 seats configuration

Revises a section of an air carrier operation regulation (14 CFR Part 121) to conform with the revised Part 139, which went into effect June 2004.

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on Florida's Treasure Coast

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Sample Airport Part 139 Certification List

Airport Name	New Part 139 Classification	ARFF Index
Fort Lauderdale/Hollywood International	I	E
West Palm Beach International	I	D
Charlotte County Airport	I	A
St. Augustine/St. Johns County Airport	I	A
Athens/Ben Epps Airport, GA	II	A
Four Corners Regional Airport, NM	III	A
Lakeland Linder Regional Airport	IV	A
Vero Beach Municipal	IV	A

Airports within the same Aircraft Class can range in size, facilities and operations based upon operator requirements and passenger demand.

Commercial Service Requirements

Requirements depend upon the type and level of commercial service

- *Airport Certification Manual:*
  - *Airport Emergency Plan (AC 150/5200-31A)*
  - *Wildlife Hazard Management Plan*
  - *Airport Personnel and Training Requirements*
  - *Navigational Aids, Marking and Signage Plan, etc.*
- *Aircraft Rescue and Firefighting Requirements* (AC 150/5210-6D)*
- *TSA Security Requirements (49CFR Part 1542)*
- *Airport Design and Regulatory Requirements:*
  - *AC 150/5300-13, Airport Design*
  - *AC 150/5340-1, Markings*
  - *AC 150/5340-18 & 5345-44F, Signage*
  - *AC 150/5340-21,24, 26 & 27A, Lighting*
  - *AC 150/5340-30C, Visual Navigation Aids*
  - *AC 150/5200-30A, AC 150/5220-13 & 18, Snow Removal Plan*
  - *AC 150/5360-13, Terminal Requirements, etc.*

Critical Aircraft – Alternative 2A

Airport Design

- Gulfstream 550
  - ARC C-III
  - MTOW : 91,000 lbs
  - Gear: Dual Wheel
  - Takeoff Dry: 6,902’; Takeoff Wet: 7,937‘

Commercial Role

- Bombardier DH-8 Q300
  - 50 seats
  - MTOW: 43,000 lbs
  - Regulatory Field Length: 4,541
  - ARC B-III
  - Gear: Dual Wheel

St. Lucie County International Airport on Florida's Treasure Coast

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Alternative 2 Airfield Facilities Minimum Requirements

Short-Term

- *Pavement Rehabilitation Runway 10R-28L*
- *Install REILs and PAPIs*
- *Rehabilitate Taxiway B*
- *Install ODALS*

Mid-Term

- *Install MALSR – Mid-Term*
- *Upgrade Runway 10R-28L to HIRLs*
- *Upgrade Runway 10R-28L Pavement to 90,000 lbs DW*
- *Extend and Strengthen (60,000 lbs DW) Runway 14 and Taxiway B*

Mid-Term

- *Strengthen Apron Pavement*
- *Rehabilitate, Widen* and Strengthen Taxiways A, C, and E*
- *Lighted Signage (taxi route, holding position, ILS critical areas, distance to go, runway and taxi identification, etc.)*
- *Markings (taxiway centerline, edge, holding position, ILS critical area, SIDA and touchdown zone)*
- *Lighting (Centerline pavement reflectors, clearance bar lights, obstruction lights, stop bar lights, edge lighting, etc)*

Phasing Depends upon Demand and Funding Priorities

St. Lucie County International Airport on Florida's Treasure Coast

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Other Alternative 2 Minimum Requirements

Terminal/Support Facilities

Short-Term

- *Perimeter Fencing*
- *Segmented Circle*
- *High Intensity Beacon*
- *Reconfigure Airport Administration Building to Terminal Facilities*

Mid-Term

- *Perimeter Road and Fencing*
- *Additional ARFF Equipment and Materials*
- *Runway Visibility Range (Transmissometer)*
- *Expand US Customs Facilities*

Other Facilities/Projects

Short-Term

- *Environmental Assessment – Runway 10R-28L*
- *Drainage Improvements*
- *Airport Commerce Park – Infrastructure & Utilities*

Mid-Term/Long-Term

- *Relocate Power Lines*
- *Airport Operating Certificate and Airport Certification Manual*
- *Drainage Improvements*
- *Utilities, infrastructure and traffic concurrency*
- *Personnel Training, Badging, etc.*

Phasing Depends upon Demand and Funding Priorities

St. Lucie County International Airport
on Florida's Treasure Coast

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Commercial Terminal/Customs Options

LPA

St. Lucie County International Airport Master Plan Update

PASSENGER TERMINAL & CUSTOMS ALTERNATIVES - ALTERNATIVE A

DATE 06/22/2009

FIGURE NO.


N35RT

Terminal Option 1

	STANDARD FAA REQUIREMENTS
SPACE BEHIND TICKET COUNTER	8' – 10' TYPICAL
QUEUING DEPTH @ TICKET COUNTER	12' – 15' TYPICAL
MINIMUM CIRCULATION DEPTH IN LOBBY BEHIND TICKET COUNTER QUEUING	20' MINIMUM
QUEUING SQUARE FOOTAGE FOR 50 PASSENGERS BEHIND TICKET COUNTER	750 SQ FT RECOMMENDED
QUEUING SQUARE FOOTAGE FOR 50 PASSENGERS BEHIND TICKET COUNTER	750 SQ FT RECOMMENDED
SQUARE FOOTAGE FOR 50 PASSENGERS IN LOBBY	1000 SQ FT RECOMMENDED
SQUARE FOOTAGE FOR 50 PASSENGERS IN HOLD ROOM	538 SQ FT RECOMMENDED

EXISTING AREA	3,504.0 SQ.FT.
NEW AREA	3,729.0 SQ.FT.
AIR SIDE COVER ENTRY	193.0 SQ.FT.
LAND SIDE CURVE SIDE	731.0 SQ.FT
BAGGAGE MAKE UP	275.0 SQ.FT
TOTAL BUILDING	8,432.0 SQ.FT.

1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

PROPOSED FLOOR PLAN
SCALE: 1/8" = 1'-0"

St. Lucie County International Airport on Florida's Treasure Coast

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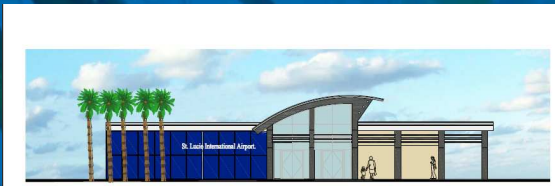
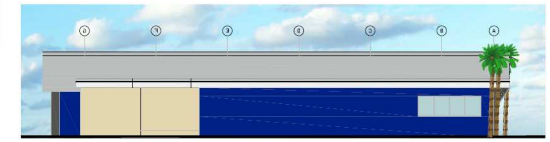
Terminal Option 2



1 SOUTH ELEVATION

2 EAST ELEVATION

3 NORTH ELEVATION



4 WEST ELEVATION

	STANDARD FAA REQUIREMENTS
SPACE BEHIND TICKET COUNTER	8' – 10' TYPICAL
QUEUING DEPTH @ TICKET COUNTER	12' – 15' TYPICAL
MINIMUM CIRCULATION DEPTH IN LOBBY BEHIND TICKET COUNTER QUEUING	20' MINIMUM
QUEUING SQUARE FOOTAGE FOR 50 PASSENGERS BEHIND TICKET COUNTER	750 SQ FT RECOMMENDED
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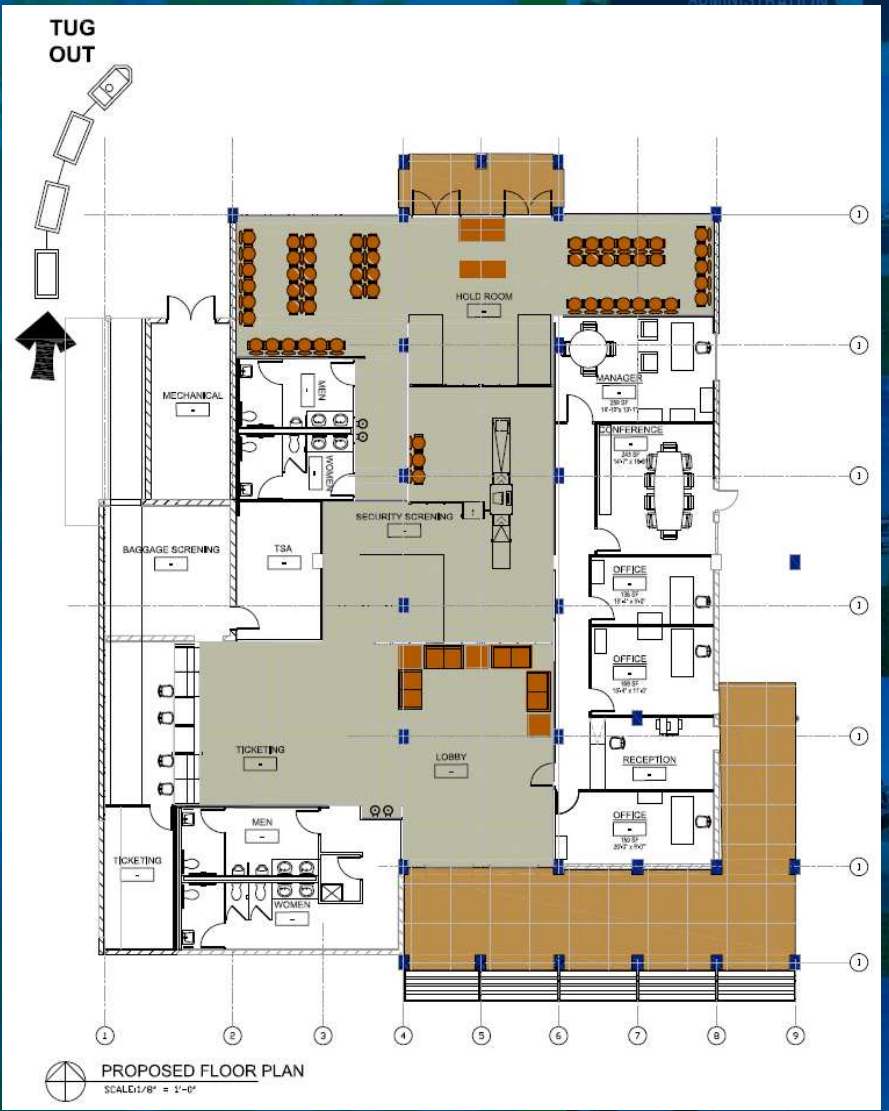
EXISTING AREA	3,504.0 SQ.FT.
NEW AREA	3,377.0 SQ.FT.
AIR SIDE COVER ENTRY	193.0 SQ.FT.
LAND SIDE CURVE SIDE	838.0 SQ.FT
BAGGAGE MAKE UP	135.0 SQ.FT
TOTAL BUILDING	8,047.0 SQ.FT.



St. Lucie County International Airport on Florida's Treasure Coast

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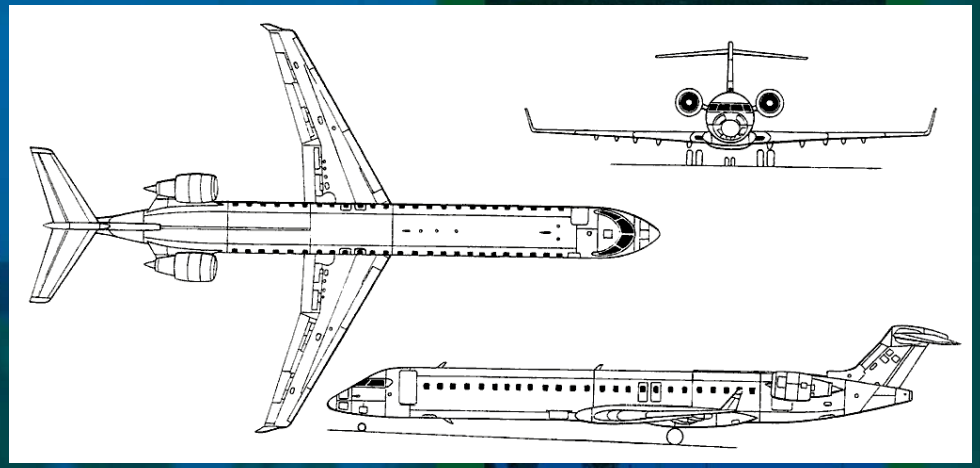
Critical Aircraft – Alternative 2B

Airport Design & Commercial Role

- *CRJ-900ER*
  - *Seats: 86*
  - *MTOW: 82,500 lbs*
  - *Gear: Dual Wheel*
  - *90% LF Takeoff Weight: 5,570'*
  - *Regulatory Landing Field Length (Part 121 & 135)*
    - *Dry: 6,054'*
    - *Wet: 6,962'*



St. Lucie County International Airport on Florida's Treasure Coast

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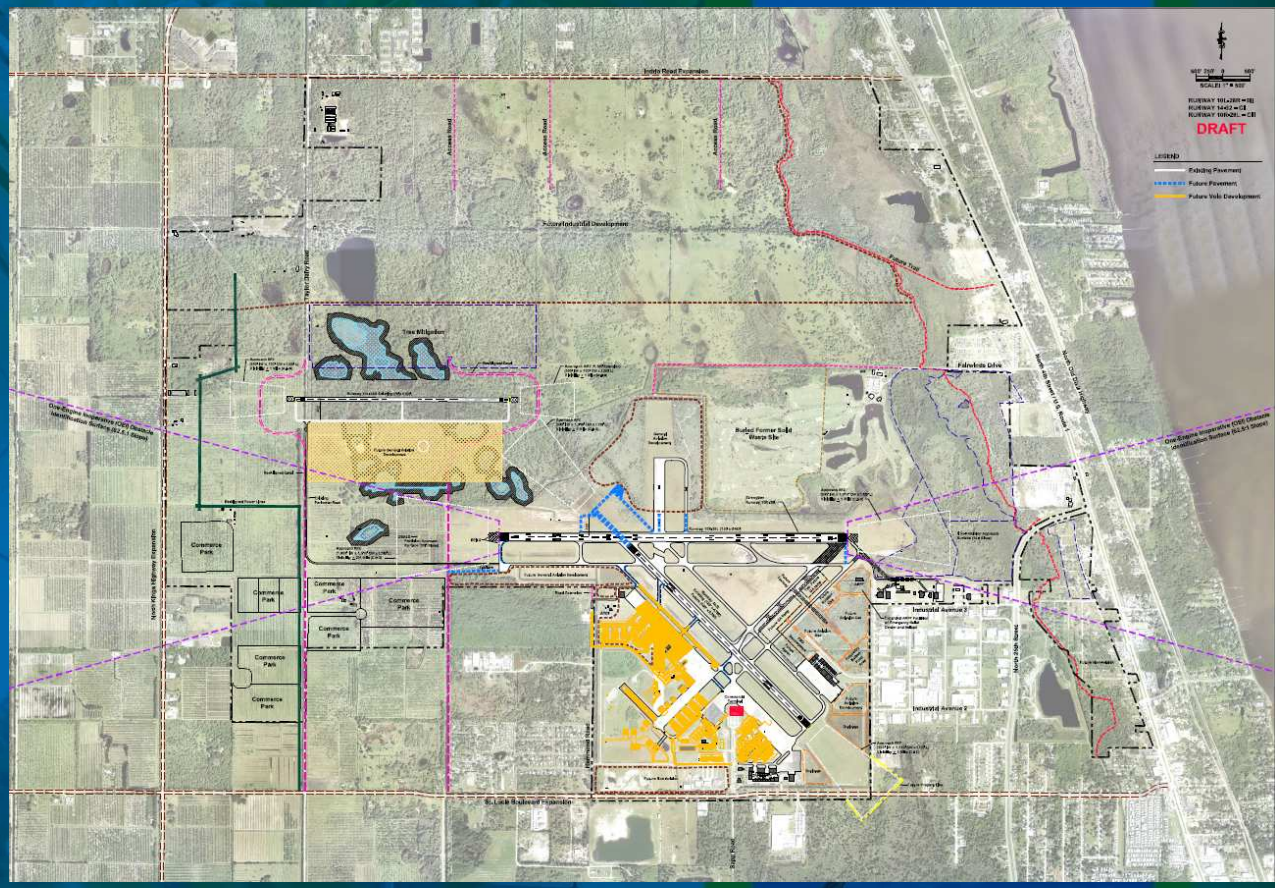
Alternative 2A – Limited Commercial

Strengths

- Accommodates limited commercial service and General Aviation Demand
- Supports non-aviation and aviation development
- Improves Runway 14 intersection
- *Does not require relocation of Power Lines*

Weaknesses

- Does not provide lower approach threshold
- No airfield connectivity between Runways 10R-28L and 10L-28R
- Impacts drainage
- Requires land acquisition/easements
- Impacts Airport West Commerce Park Development



St. Lucie County International Airport on Florida's Treasure Coast

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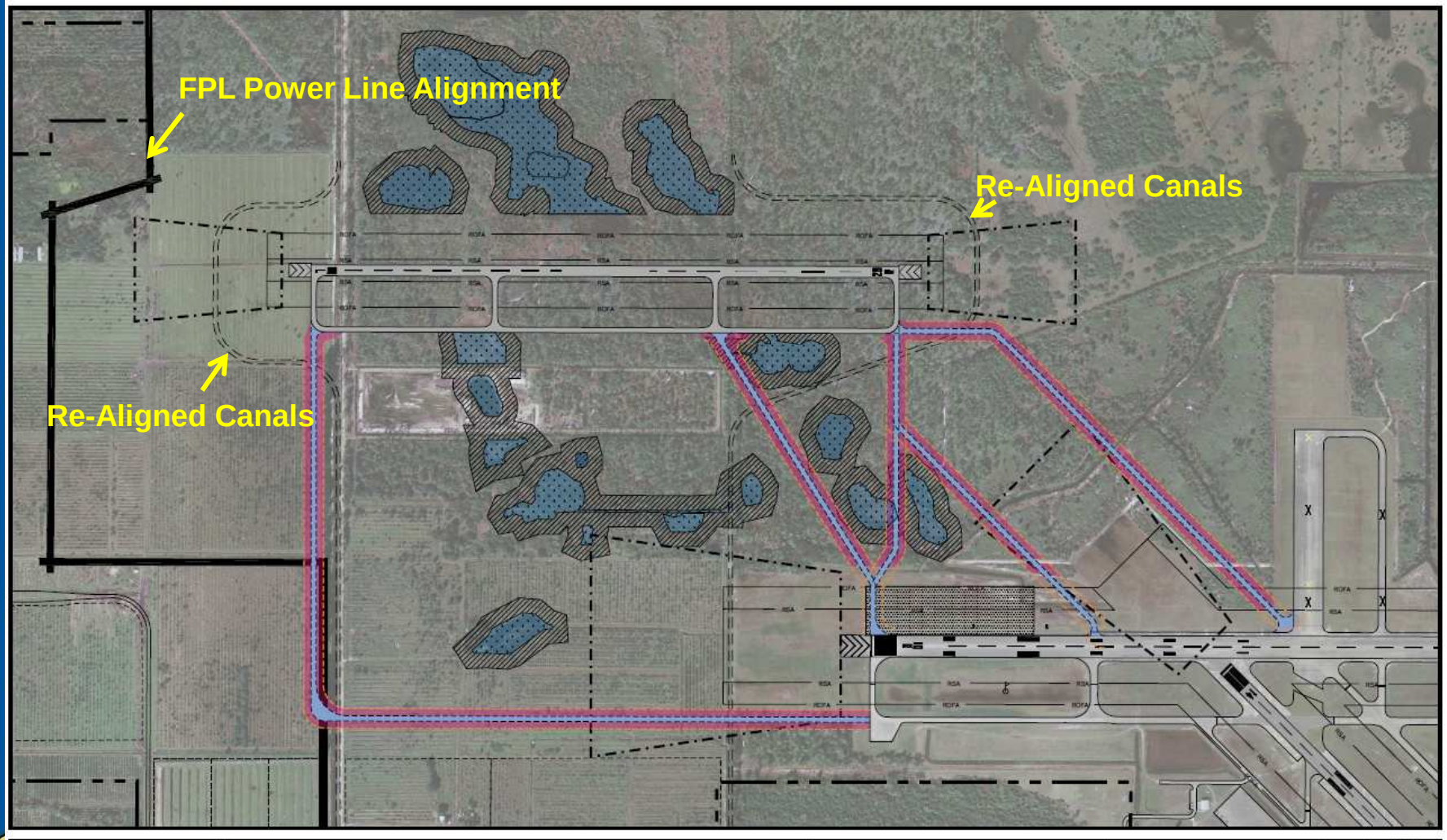
Draft Runway 10L-28R Taxiway Alternatives



LPA	St. Lucie County International Airport Master Plan Update	RUNWAY 10L-28R TAXIWAY ALTERNATIVES	1,000' 500' 0 1,000' SCALE: 1" = 1,000'	DATE 06/25/2008 FIGURE NO.

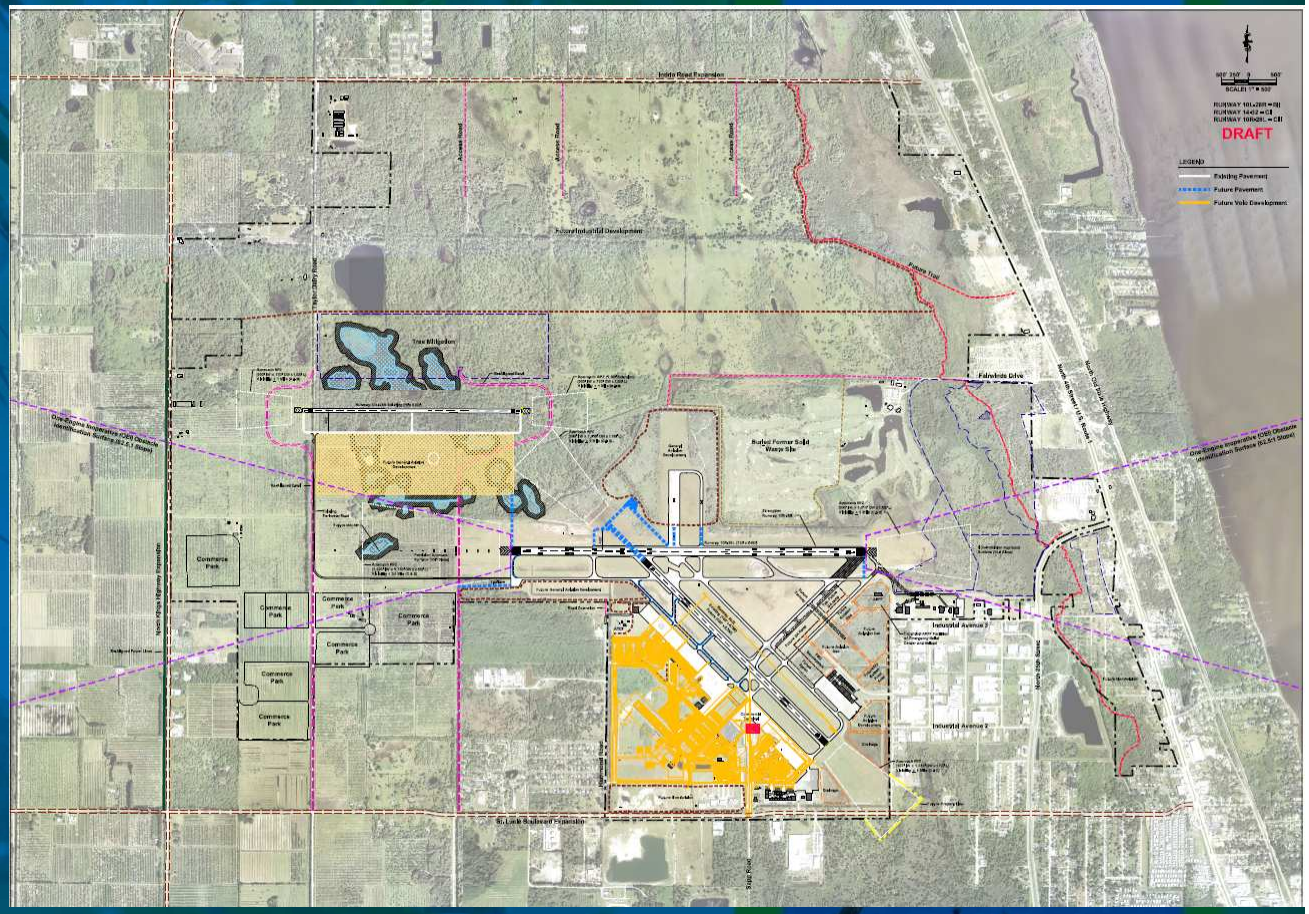
Alternative 2B – Limited Commercial

Strengths

- Accommodates limited commercial and Air Taxi service and General Aviation Demand
- Supports non-aviation and aviation development
- Improves Runway 14 intersection
- Provides Lower Approach Visibility
- Provides Airfield Connectivity
- Increased Airfield Flexibility

Weaknesses

- Drainage and Environmental Impacts
- Requires land acquisition/easements
- Impacts Airport West Commerce Park Development
- Relocation of Power Lines



St. Lucie County International Airport
on Florida's Treasure Coast

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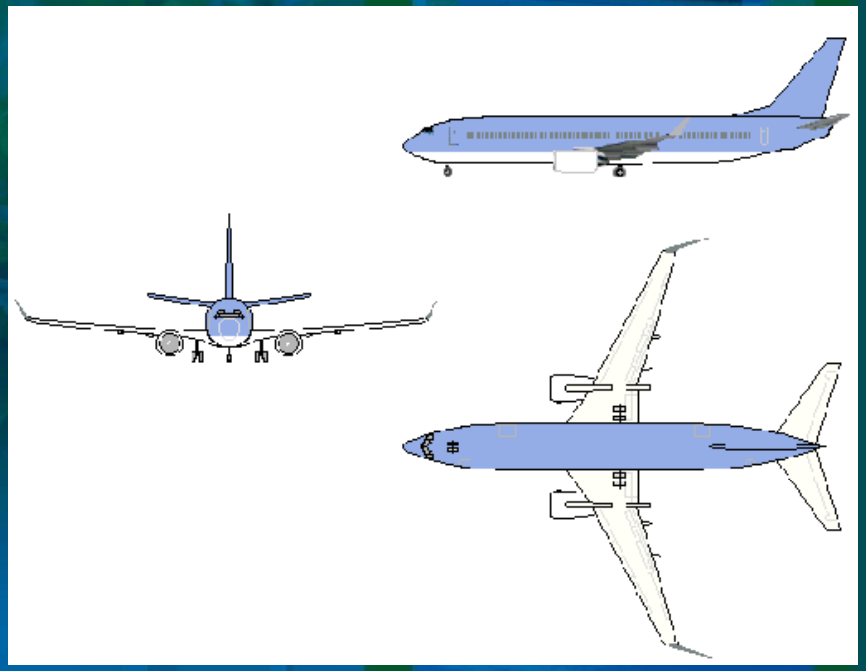
Critical Aircraft – Alternative 3

Airport Design & Commercial Role

- *Boeing 737-800*
  - *Seats: 162-189*
  - *MTOW: 174,200*
  - *Gear: Dual Wheel*
  - *ARC C-III*
  - *Regulatory Field Length @ MTOW: 8,150 '*



St. Lucie County International Airport on Florida's Treasure Coast

Alternative 3 Airfield Minimum Projects

Short-Term

- *Pavement Rehabilitation Runway 10R-28L*
- *Install ODALS*
- *Install REILs and PAPIs*
- *Rehabilitate Taxiway B pavement*

Mid-Term

- *Rehabilitate, Widen* and Strengthen Taxiways A, C, and E*
- *Lighted Signage (taxi route, holding position, ILS critical areas, distance to go, runway and taxi identification, etc.)*
- *Markings (taxiway centerline, edge, holding position, ILS critical area, SIDA and touchdown zone)*
- *Lighting (Centerline pavement lights, lead in and out lights, clearance bar lights, obstruction lights, stop bar lights, edge lighting, etc)*
- *Install MALSR & Upgrade Runway 10R-28L to HIRLS*
- *Strengthen Runway 10R-28L to 90,000 lbs*
- *Strengthen Existing Apron Pavements*
- *Construct Connector Taxiway – 10R to 28R*
- *Extend, Rehabilitate and Strengthen Runway 14 and Taxiway B – 60,000 lbs DW*

Mid-Term

- *Construct partial parallel taxiway north of Runway 10R and holding pad near Runway 14 threshold*

Long-Term and Beyond

- *Extend Runway 10R-28L to 8,000 feet and upgrade pavement to 300,000 lbs DTW (150,000 lbs DW)*
- *Extend and Strengthen Taxiway A*
- *Construct additional connector taxiway to Terminal Apron facilities from Partial North Runway 10R Taxiway*
- *Construct Terminal and General Aviation Aprons adjacent to Runway 10L-28R*

Phasing Depends upon Demand and Funding Priorities

St. Lucie County International Airport on Florida's Treasure Coast

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Alternative 3 Minimum Projects

Terminal/Support Facilities

Short-Term

- Perimeter Fencing and Road
- Segmented Circle
- High Intensity Beacon
- Upgrade Existing Terminal and Customs Facilities
- Acquire Additional ARFF Equipment and Materials

Mid-Term

- Construct Satellite ARFF facility and obtain additional ARFF Equipment and Materials
- Runway Visibility Range (3-Transmissometers)
- Expand ATCT
- Construct New Terminal and Customs Facilities

Other Facilities/Projects

Short-Term

- Environmental Studies
- Drainage Improvements
- Airport Operating Certificate, Airport Certification Manual, Wildlife Hazard Management, Emergency Plan and Exercises, etc.
- Personnel Training and Badging, etc

Mid-Term/Long-Term*

- Relocate Power lines
- Environmental Studies
- Drainage Improvements
- Part 150 and Airport Master Plan Updates
- Utilities, infrastructure and traffic concurrency
- Personnel Training and Badging, etc.

***Phasing depends upon Demand and Funding Priorities**

St. Lucie County International Airport on Florida's Treasure Coast

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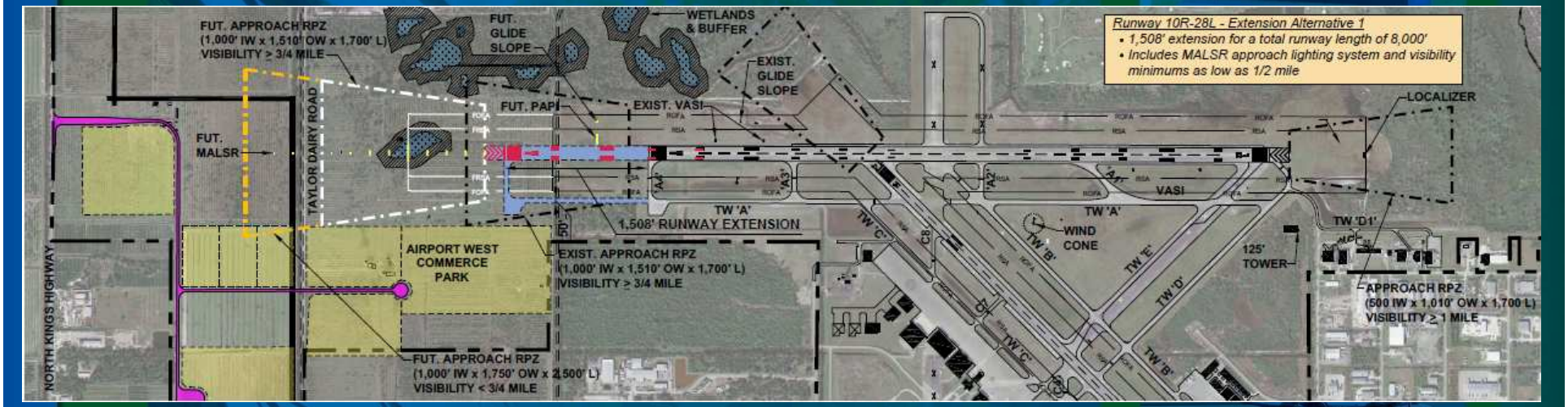
Draft Extension of Runway 10R-28L



- *1,500 NM Stage Length*
- *Commercial Service*
- *Boeing 737-800*
- *Part 121/135 Regulatory Field Length Requirements*

St. Lucie County International Airport
on Florida's Treasure Coast

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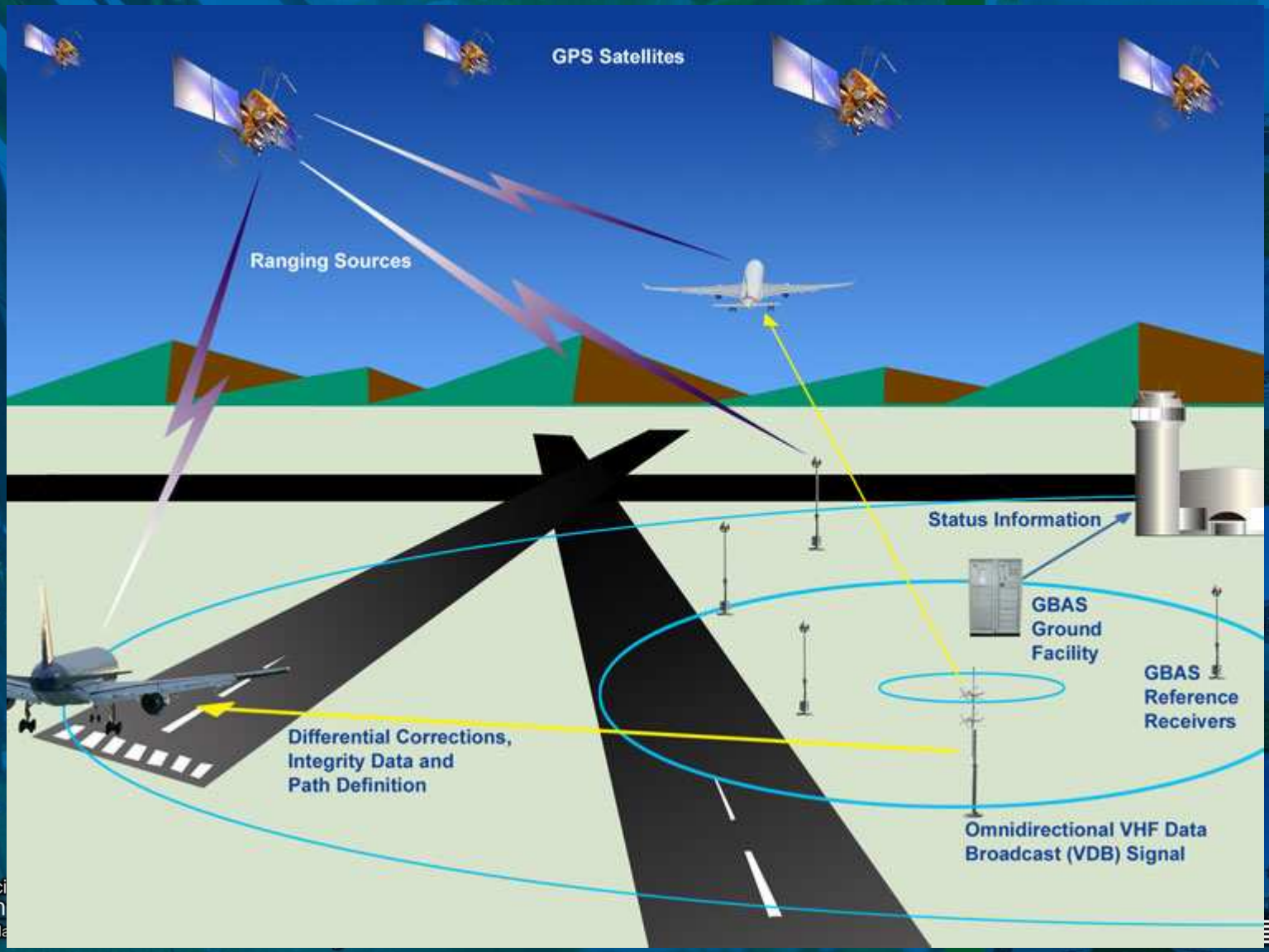
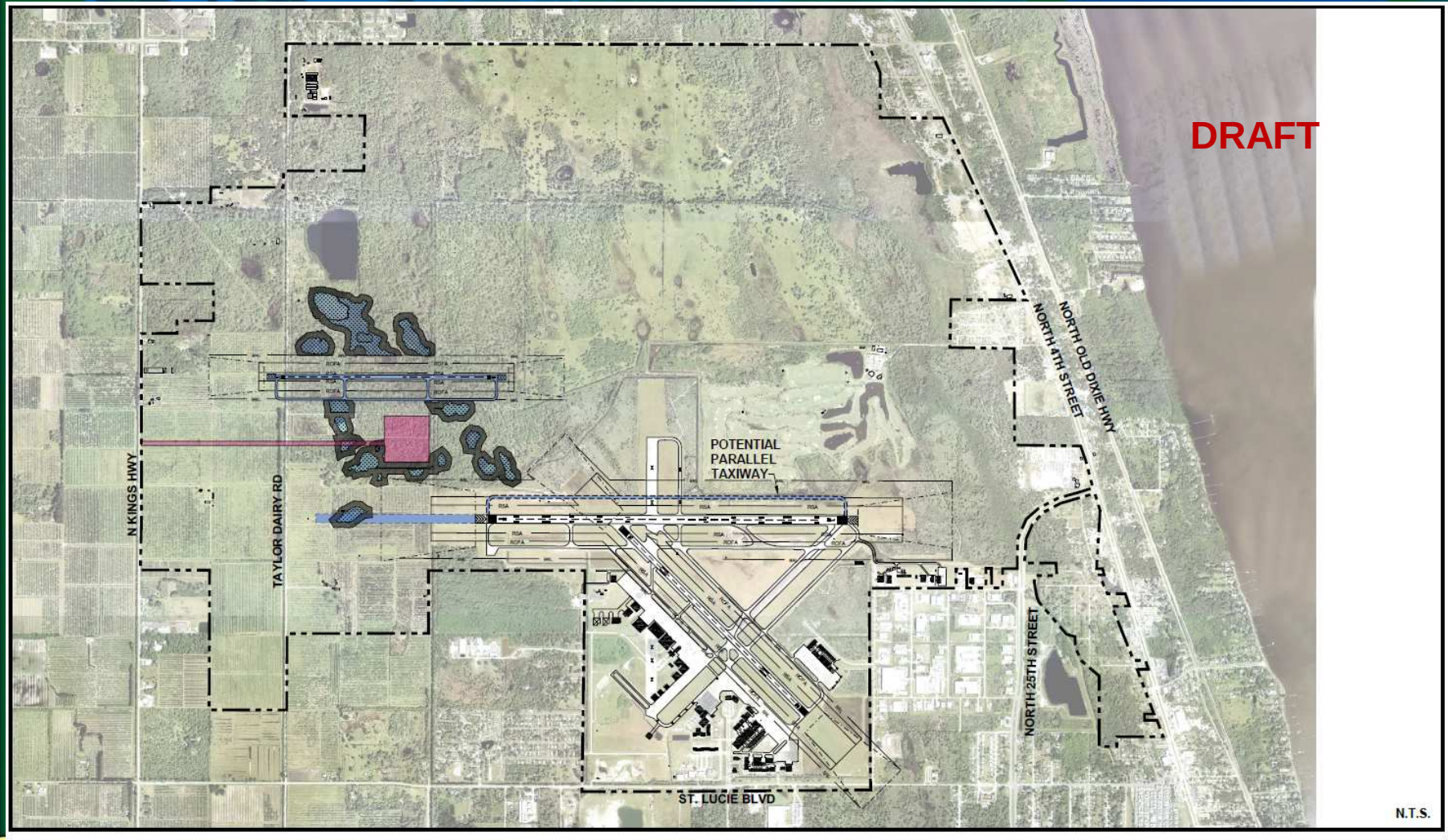
Local Area Augmentation System



Commercial Terminal/Customs Options



LPA

St. Lucie County International Airport Master Plan Update

PASSENGER TERMINAL & CUSTOMS ALTERNATIVES - ALTERNATIVE B

DATE 06/22/2009

FIGURE NO.

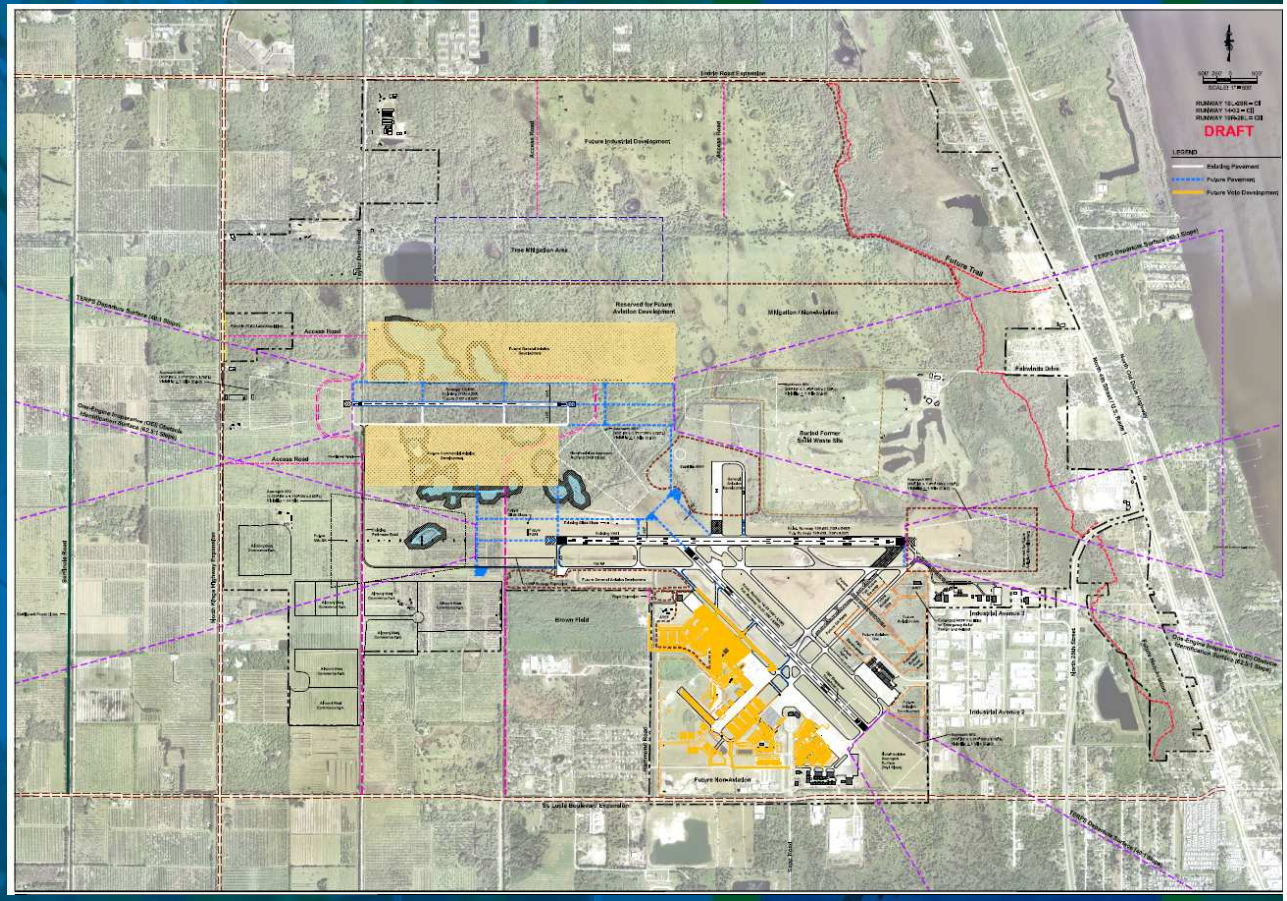
Alternative 3 – Commercial Service

Strengths

- Reserves for Future Development beyond 20-years
- Provides for lower visibility minima
- Accommodates Commercial Requirements and Forecast Demand
- Supports non-aviation and aviation development
- Improves Runway 14 intersection
- Allows for future expanded service if warranted
- Increased airfield flexibility
- Provides connectivity within airfield

Weaknesses

- Long-Term Costs
- Drainage & Environmental Impacts
- Impacts Airport West Commerce Park Development
- Requires relocation of Power Lines (beyond 2028 timeframe)
- Shortens Runway 32



St. Lucie County International Airport on Florida's Treasure Coast

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Alternative Evaluation Criteria

- *Optimize operational efficiency, effectiveness, capability and safety of the airport.*
- *Enhance the economic and social value of the airport.*
- *Meet long-range aviation needs of the community.*
- *Ensure that current and future airport plans are environmentally compatible and in harmony with local and regional plans and objectives.*
- *Consider recommendations of the focus groups, user groups, and general public.*

Draft Alternative Matrix

	Alternatives			
Airfield Evaluation Criteria	**1**	**2A**	**2B**	**3**
Resolves Runway Object Free Issue	X	X	X	X
Accommodates ARC C-III aircraft	X	X	X	X
Lowers approach minima			X	X
Addresses Long-Term Operational Capacity	X	X	X	X
Accommodates Commercial Service		X	X	X
Land Acquisition/Easement		X	X	X
Environmental Impacts	X	X	X	X
Drainage Impacts	X	X	X	X
Relocation of Power Lines			X	X
Estimated Order of Magnitude Costs (in millions)	$72	$73.2	$80	$99.7

St. Lucie County International Airport on Florida's Treasure Coast

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TAC Recommended Long-Term Development

- *Short-Term Development (2009-2013)*
- *Mid-Term Development (2014-2018)*
- *Long-Term Development (2019-2029)*
- *Beyond 20-Year Planning Period*

Project Phasing Ultimately Depends upon Need and Available Funding

St. Lucie County International Airport on Florida's Treasure Coast

THE LPA GROUP

TECHNICAL ADVISORY COMMITTEE RECOMMENDED DEVELOPMENT

October 14, 2009

Meeting

St. Lucie County International Airport on Florida's Treasure Coast

THE LPA GROUP

TAC Meeting – October 14

St. Lucie County International Airport on Florida's Treasure Coast

THE LPA GROUP

TAC Meeting – October 14

St. Lucie County International Airport on Florida's Treasure Coast

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TAC Presentation & Discussion

St. Lucie County
International Airport
on Florida's Treasure Coast

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Preliminary TAC Recommendations

- *Members felt that airport development should be coordinated with long-term county transportation and growth management plans.*
- *Members agreed that Option 2A, limited commercial development, would provide the base for future development.*
- *TAC members stated that their intent is to not limit future airport development and use the airport as an economic generator for County and Region as a whole.*
- *However, based upon demand and justification, areas of the airport would be reserved for future development.*
- *Recommended development and proposed future land use to be coordinated with St. Lucie County Comprehensive Plan, Land Use and Zoning Plans.*

Next Steps and Community Input

- Determine long-term development based upon Technical Advisory Committee, Airport Tenant and Public Input.

  Study Reports, Presentations, Meeting Information, FAQs, and Comment Forms available of County Website

  www.stlucieco.gov/airport_masterplan

- Present TAC, Tenant and Public Recommendations to Board of County Commissioners
- Develop Airport Layout Plan
- Develop Capital Improvement Program and Cash Flow Analyses.

St. Lucie County International Airport on Florida's Treasure Coast

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